LAX DECEMBER 2015

PROJECT ID: 1023-02-83

WITH:

COUNTY: MONROE COUNTY

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
~~Section No.~~	~~4~~	~~Right of Way Plat~~
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 664

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

KIRBY - USH 12

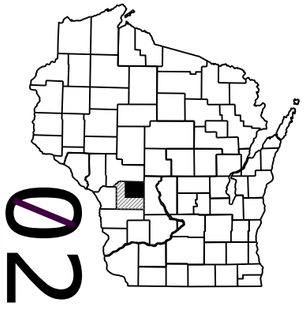
1.26 M EAST OF CTH E ELY TO USH 12

IH 94

MONROE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1023-02-83	WISC 2015631	1

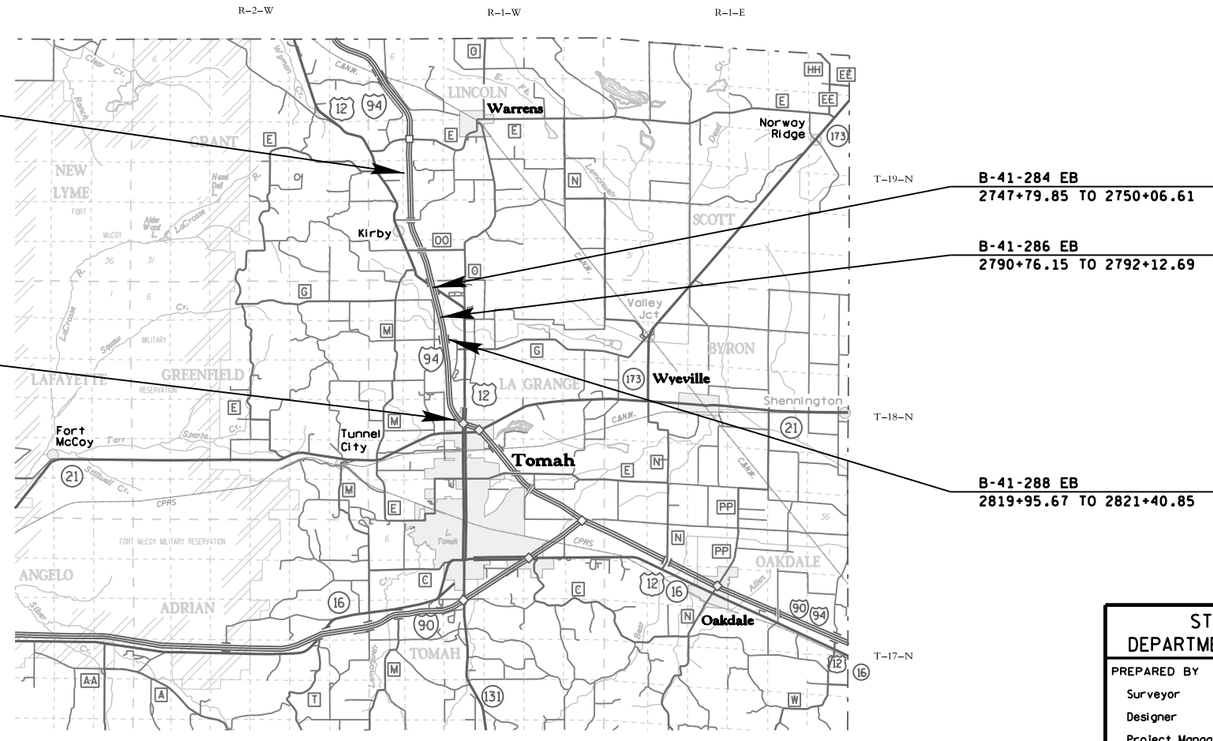
STATE PROJECT NUMBER
1023-02-83



N

BEGIN PROJECT 1023-02-83
STATION 2614+00 EB
X=699572.95
Y=438838.21

END PROJECT 1023-02-83
STATION 2929+45 EB
X=706121.18
Y=408349.07



B-41-284 EB
2747+79.85 TO 2750+06.61

B-41-286 EB
2790+76.15 TO 2792+12.69

B-41-288 EB
2819+95.67 TO 2821+40.85

DESIGN DESIGNATION

A.A.D.T. 2015	=	23,300
A.A.D.T. 2035	=	28,100
D.H.V.	=	3288
D.D.	=	58/42
T.	=	41.4%
DESIGN SPEED	=	70 MPH
ESALS	=	48,910,800

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES
- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 5.974 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), MONROE COUNTY.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	MIKE GREINER
Project Manager	BRIAN MEYER
Regional Examiner	MIKE RUD
Regional Supervisor	JIM SAVOLDELLI
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 7-22-2015 (Signature)

E

2

GENERAL NOTES

- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
- CURVE DATA IS BASED ON ARC DEFINITION.
- D.O.T. BRIDGE BENCHMARK MONUMENT TO BE FURNISHED BY THE STATE AND PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.
- PLAN ELEVATIONS = USGS DATUM 83.
- THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER.
- ALL RADII ARE MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.
- NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER
- REMOVE EXISTING OLD CULVERTS AS SHOWN ON THE PLANS.
- PAVEMENT REMOVAL WILL BE TO THE NEAREST JOINT OR A SAWED EDGE WILL BE REQUIRED AS DIRECTED BY THE ENGINEER. PAVEMENT REMOVAL INCLUDES EXISTING APPROACH PANELS
- WHEN PORTIONS OF EXISTING ASPHALTIC SURFACES ARE TO BE REMOVED TO ACCOMMODATE NEW CONSTRUCTION, THE LINE OF SUCH REMOVAL SHALL BE NEATLY DELINEATED WITH A SAW CUT JOINT THROUGH THE ASPHALTIC SURFACE SO THAT REMOVAL OF THE ASPHALT SHALL BE ACCOMPLISHED WITHOUT DAMAGE TO REMAINING PORTIONS. THE LOCATION OF SAW JOINTS AND THE AMOUNT REMOVED WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THE BORROW EXCAVATION SHALL NOT BE COMPLETED UNTIL ALL AVAILABLE COMMON EXCAVATION HAS BEEN USED.
- THE EXPANDED FILL, AS SHOWN ON THE PLAN AND PROFILE SHEETS, INCLUDES THE FILL EXPANDED BY 1.25 AND MARSH EXCAVATION EXPANDED BY 1.5.
- INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- INLET GRATE ELEVATIONS REFERRED TO ON INLET NOTES ARE GUTTER FLOW LINE ELEVATIONS.
- THE LAST SECTION OF ALL EXISTING REINFORCED CONCRETE CULVERT PIPES THAT ARE TO BE EXTENDED SHALL BE, IF NECESSARY, RESET PRIOR TO INSTALLING THE PIPE EXTENSION.
- PRIOR TO THE PLACEMENT OF STEEL PLATE BEAM GUARD OR MGS GUARDRAIL, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.
- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS.
- HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
- ASPHALT MATERIAL FOR PLANT MIXES HAS BEEN ESTIMATED AT 5.5% OF THE HMA PAVEMENT.
- WHEREVER ASPHALTIC CONCRETE PAVEMENT ABUTS OR OVERLAPS ONTO PORTLAND CEMENT CONCRETE, THE EXISTING PAVEMENT SHALL RECEIVE A TACK COAT OF RS-1 OR RS-2 EMULSIFIED ASPHALT.
- 3.5 INCH HMA PAVEMENT, NOMINAL SIZE 12.5MM TYPE E-0.3, SHALL BE CONSTRUCTED WITH A SINGLE LAYER
- CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.
- SECTIONS AS SHOWN ON THE CROSS SECTION SHEETS INCLUDE THE THICKNESS OF TOPSOIL.
- THE QUANTITY OF THE ITEMS FOR EROSION PROTECTION INCLUDES AN UNDISTRIBUTED AMOUNT FOR PROTECTION, CONTROL AND ABATEMENT OF WATER POLLUTION RESULTING FROM SOIL EROSION. THE DISTRIBUTION AND LOCATION OF THESE MATERIALS ARE TO BE DETERMINED BY THE ENGINEER.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, SEEDED, AND MULCHED OR SODDED AS DIRECTED BY THE ENGINEER.
- (SALVAGED) TOPSOIL AND MULCH HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS PLUS 5 FT BEYOND THE TOE OF SLOPE. SEEDING AND FERTILIZER HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS PLUS 5 FT.
- (SALVAGED) TOPSOIL WHERE REQUIRED, IS TO BE PLACED ON ALL CUT AND FILL SLOPES (EXCEPT CHANNEL CHANGE AND MARSH DISPOSAL SLOPES) TO AN APPROXIMATE DEPTH OF 3 INCHES AT THE TIME OF PLACING.
- DIMENSIONS OF RIPRAP PLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO W. ANDRES AND E. ANDRES AT ALL TIMES.

STANDARD ABBREVIATIONS

AC	ACRE	LC.	LONG CHORD
AGG	AGGREGATE	LS	LUMP SUM
<	ANGLE	M.P.	MARKER POST
AE, AEW	APRON ENDWALL	MGAL	1000 GALLONS
ASPH.	ASPHALTIC	N.C.	NORMAL CROWN
A.D.T.	AVERAGE DAILY TRAFFIC	N	NORTH
A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC	NB	NORTHBOUND
B.F.	BACK FACE	NOR	NORMAL
BM	BENCHMARK	NO.	NUMBER
BTWN	BETWEEN	PAV'T	PAVEMENT
CTR.	CENTER	P.L.E.	PERMANENT LIMITED EASEMENT
C/L	CENTER LINE	P.C.	POINT OF CURVATURE
Δ	CENTRAL ANGLE OR DELTA	P.I.	POINT OF INTERSECTION
C.E.	COMMERCIAL ENTRANCE	P.T.	POINT OF TANGENCY
CONST.	CONSTRUCTION	PCC	PORTLAND CEMENT CONCRETE
CMCP	CORRUGATED METAL CULVERT PIPE	P.E.	PRIVATE ENTRANCE
CMP	CORRUGATED METAL PIPE	PGL	PROFILE GRADE LINE
CO.	COUNTY	P.L.	PROPERTY LINE
CTH	COUNTY TRUNK HIGHWAY	R	RADIUS OR RANGE
CR.	CREEK	R/L	REFERENCE LINE
CABC	CRUSHED AGGREGATE BASE COURSE	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
CY	CUBIC YARD	REQ'D	REQUIRED
CP	CONTROL POINT OR CULVERT PIPE	RT	RIGHT
C&G	CURB AND GUTTER	R.H.F.	RIGHT HAND FORWARD
D	DEGREE OF CURVE	R/W	RIGHT OF WAY
D.H.V.	DESIGN HOURLY VOLUME	RD.	ROAD
DIA.	DIAMETER	SHLD.	SHOULDER(S)
D.D.	DIRECTIONAL DISTRIBUTION	SHR.	SHRINKAGE
DISCH.	DISCHARGE	S	SOUTH
DMS	DYNAMIC MESSAGE SIGN	SB	SOUTHBOUND
EA	EACH	S.F.	SQUARE FOOT (FEET)
E	EAST	SDD	STANDARD DETAIL DRAWING(S)
EB	EASTBOUND	STH	STATE TRUNK HIGHWAY
ELEC.	ELECTRIC(AL), ELEC. CABLE	STA.	STATION
EL., ELEV.	ELEVATION	S.E.	SUPERELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS	S/L	SURVEY LINE
EXC.	EXCAVATION	SYM	SYMMETRICAL
EXIST	EXISTING	T.	PERCENT TRUCKS
F.F.	FACE TO FACE	TEL.	TELEPHONE
FERT.	FERTILIZER	TEMP.	TEMPORARY
F.E.	FIELD ENTRANCE	T.L.E.	TEMPORARY LIMITED EASEMENT
F/L, F.L.	FLOW LINE	T.O.C.	TOP OF CURB
GALV.	GALVANIZE	TYP	TYPICAL
H.S.	HIGH STRENGTH	UNCL.	UNCLASSIFIED
CWT	HUNDRED WEIGHT	U.G.	UNDERGROUND (CABLE)
INL	INLET	VAR	VARIABLE
INTER.	INTERSECTION	V.C.	VERTICAL CURVE
IH	INTERSTATE HIGHWAY	V.P.C.	VERTICAL POINT OF CURVATURE
JT.	JOINT	V.P.I.	VERTICAL POINT OF INTERSECTION
LT	LEFT	V.P.T.	VERTICAL POINT OF TANGENCY
L.H.F.	LEFT HAND FORWARD	Wt.	WEIGHT
L.	LENGTH OF CURVE	W	WEST
L.F.	LINEAR FOOT(FEET)	WB	WESTBOUND

2

STATE PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	GENERAL NOTES	SHEET NO: 2	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

UTILITY CONTACTS

Jeff Kostner
CenturyLink - Communication Line
311 S Court St
Sparta, WI 54656
Office: (608) 269-0817
Cell: (715) 495-2420
jeff.kostner@centrylink.com

Jeff Madson
Wisconsin Department of Transportation
Communications Line
Ste. 300
433 W. St Paul Ave
Milwaukee, WI 53203-3007
(414) 225-3723
jeffrey.madson@dot.wi.gov

Scott Brookman
Oakdale Electric Cooperative -- Electricity
489 N Oakwood St
P.O. Box 128
Oakdale, WI 54649
Office: (608) 372-8828
Cell: (608) 343-5340
sbrookma@oakdalerec.com

Carl Donahue
AT&T Legacy-Communication Line
866 Rock Creek Rd
Plano, IL 60545
(715) 833-2054
cd8729@att.com

Tony Marciniak
ATC Management, Inc. - Electricity
PO Box 47
Waukesha, WI 53187
(262) 506-6814
tmarciniak@atcllc.com

Travis Kahl
We Energies - Gas/Petroleum
1921 8th St South
Wisconsin Rapids, WI 54494
Office: (715) 421-7256
Cell: (715) 498-6180
travis.kahl@we-energies.com

Jason Hogan
Alliant Energy -- Electricity
Suite 1000
4902 N Biltmore Lane
Madison, WI 53718
(608) 458-4871
jasonhogan@alliantenergy.com

William Koenig
JMC Engineers & Associates, Inc.
128 W Sunset Avenue
Appleton, WI 54911
(608) 628-0575
bkoenig@jmceainc.com

DESIGN CONTACTS

BRIAN MEYER
PROJECT MANAGER
WISDOT SW REGION
3550 MORMON COULEE RD
LA CROSSE, WI 54601
608-789-5676

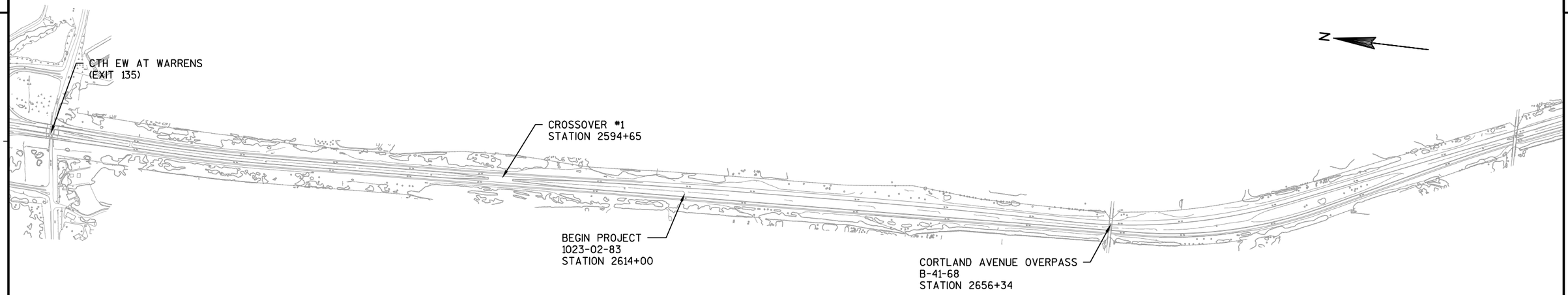
MIKE GREINER
PROJECT DESIGNER
WISDOT SW REGION
3550 MORMON COULEE RD
LA CROSSE, WI 54601
608-789-5958

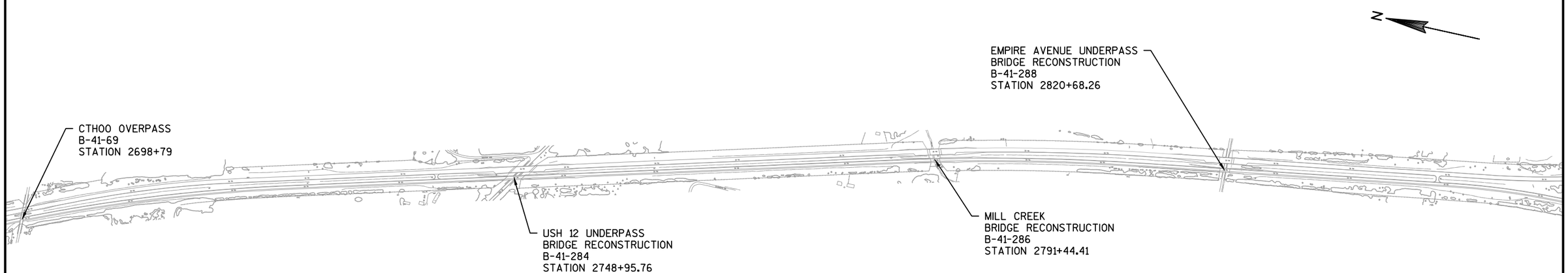
DNR CONTACT

KAREN KALVELAGE
ENVIRONMENTAL ANALYSIS AND REVIEW SPECIALIST
WISCONSIN DEPT. OF NATURAL RESOURCES
WEST CENTRAL REGION
3550 MORMON COULEE RD.
LA CROSSE, WI 54601
(608) 785-9115

DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

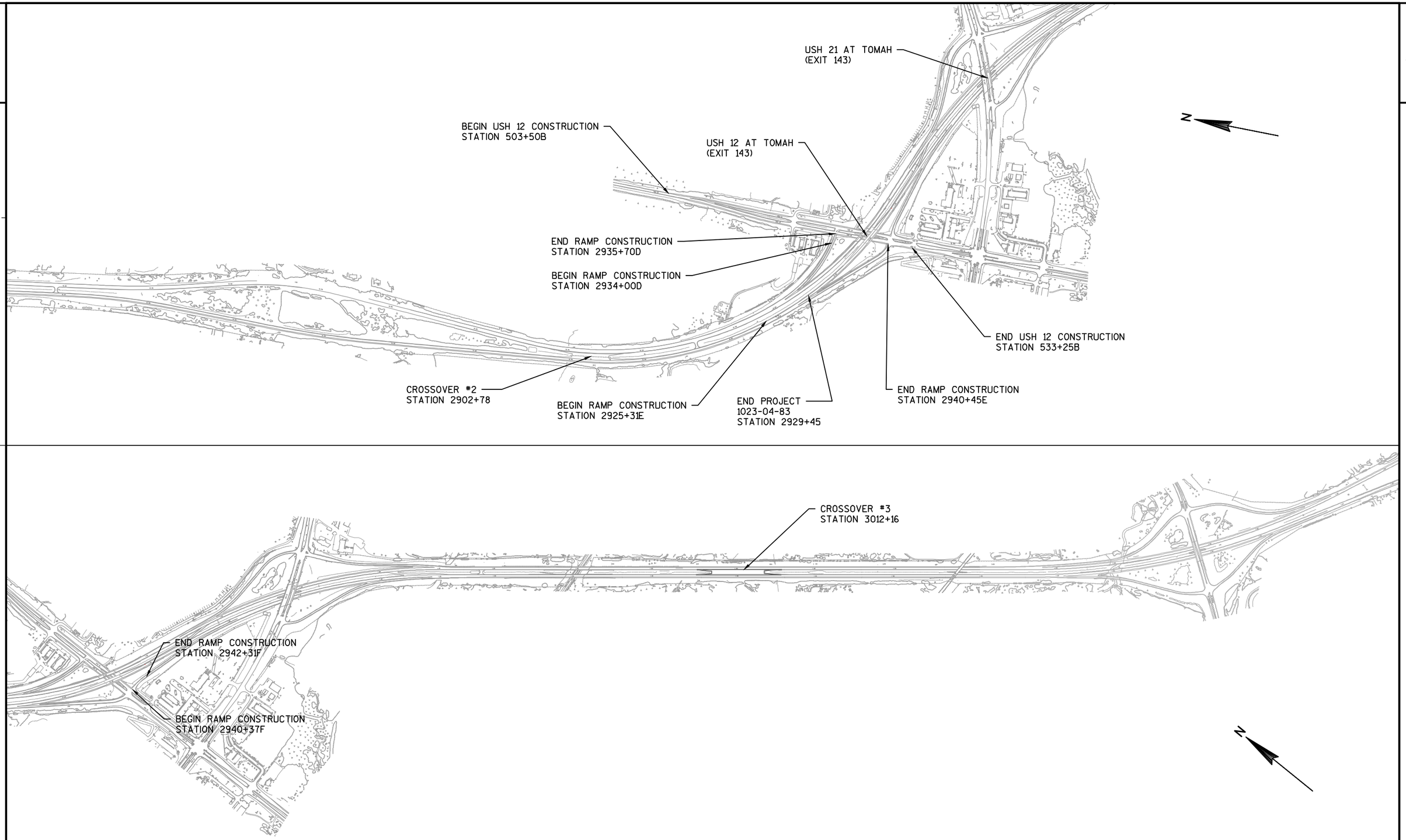
2



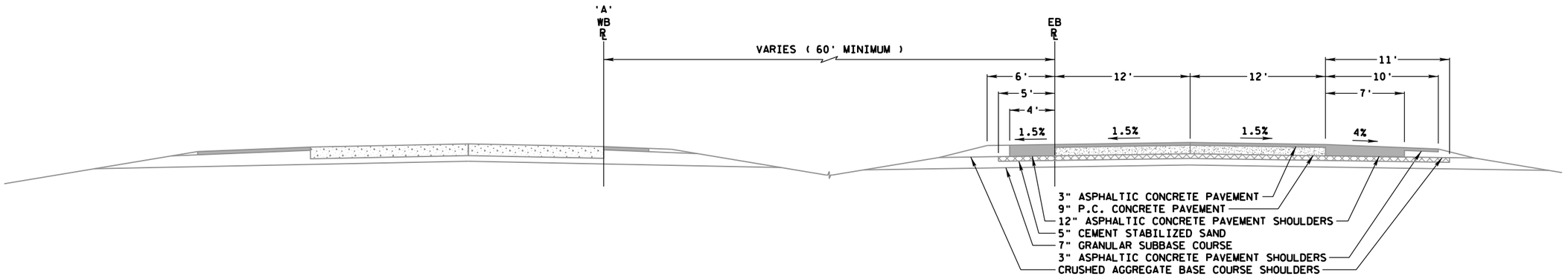


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PROJECT OVERVIEW	SHEET 4	E

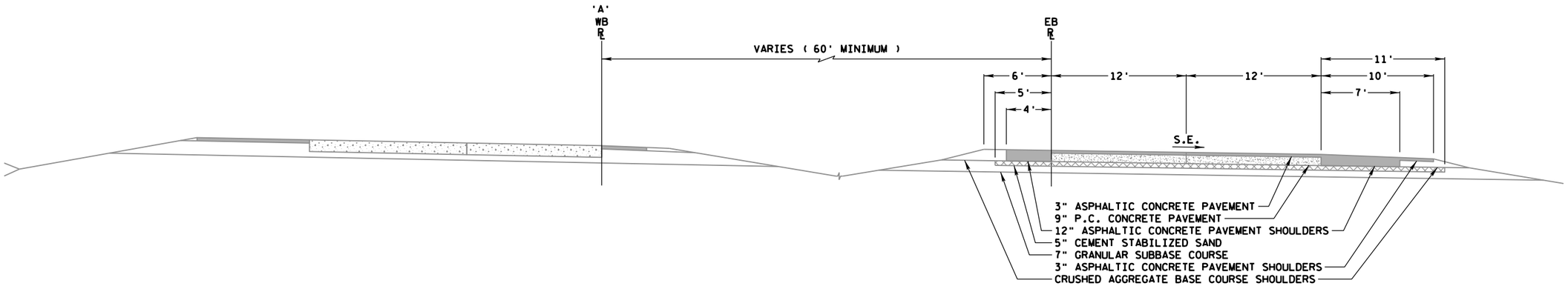
2



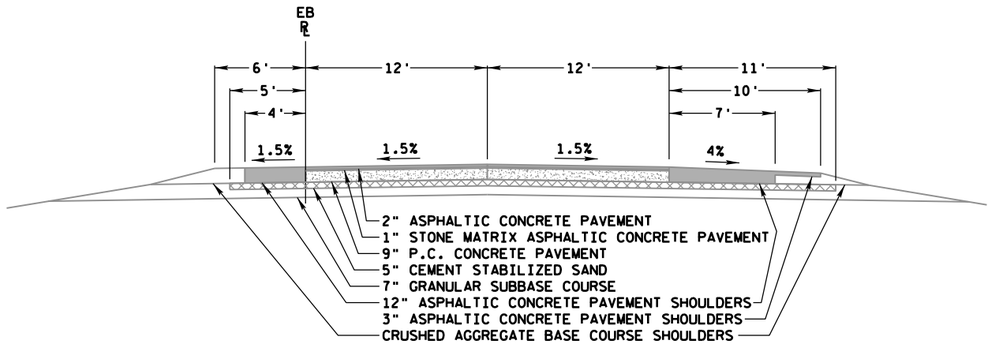
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PROJECT OVERVIEW	SHEET 5	E



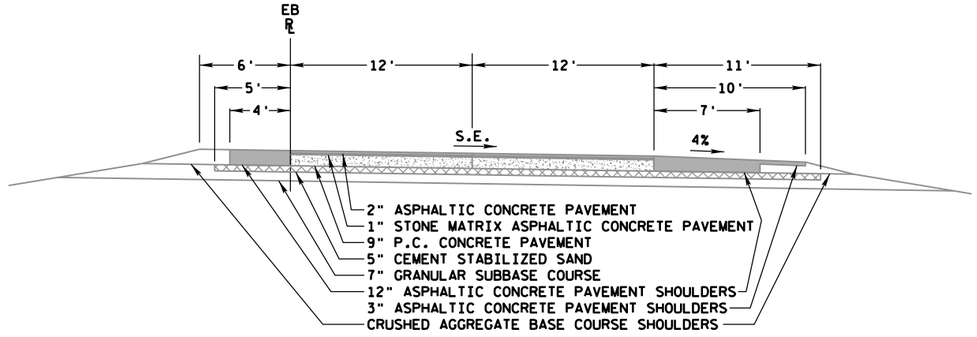
EXISTING TYPICAL TANGENT SECTION
EB IH 94



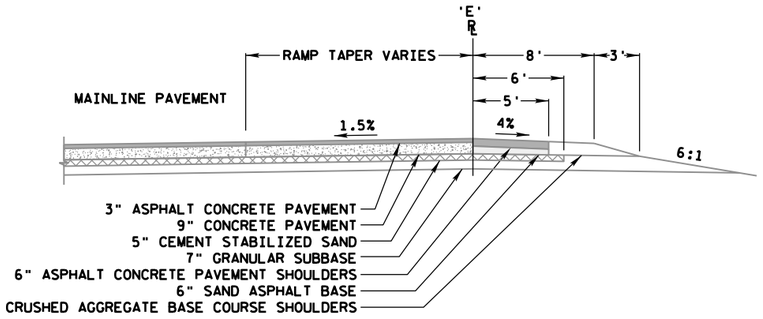
EXISTING TYPICAL SUPERELEVATED SECTION
EB IH 94



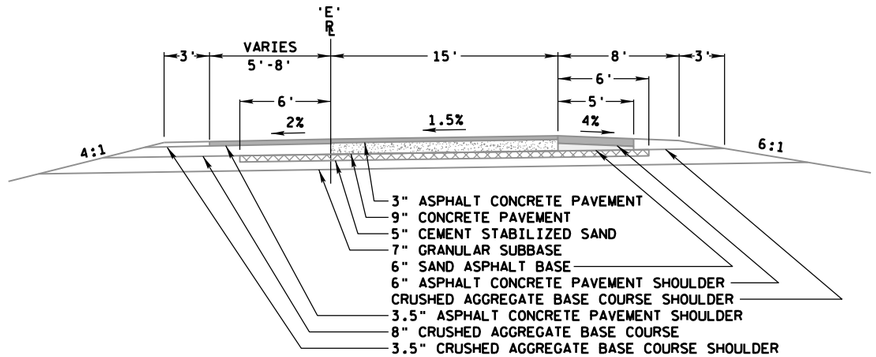
EXISTING TYPICAL TANGENT SECTION
EB IH 94 STA 2634+00 TO 2740+00



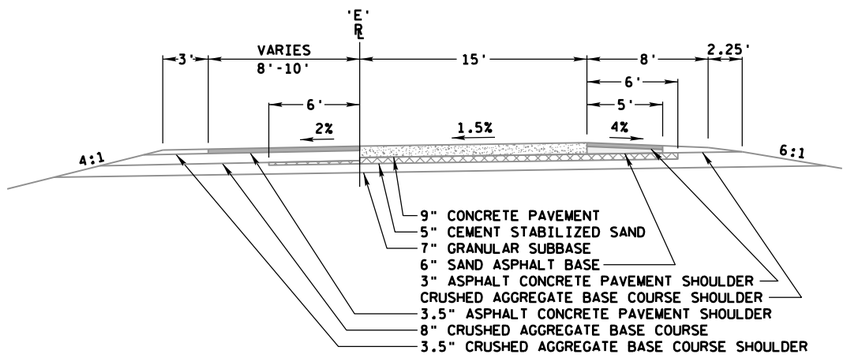
EXISTING TYPICAL SUPERELEVATED SECTION
EB IH 94 STA 2634+00 TO 2740+00



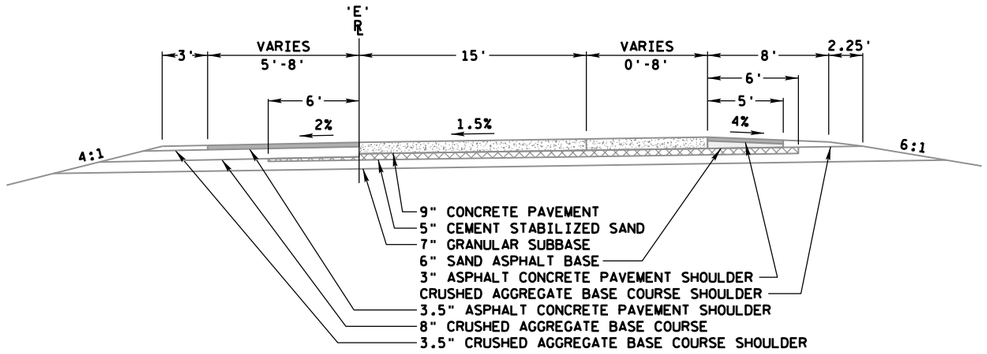
EXISTING TYPICAL OFF RAMP TAPER SECTION
IH 94 STA 2925+31'E' TO 2930+39'E'



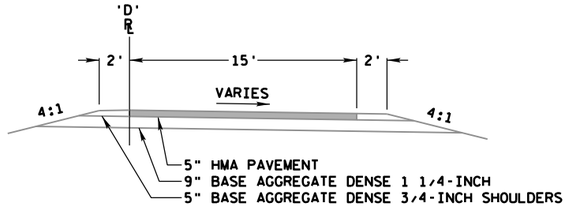
EXISTING TYPICAL OFF RAMP SECTION
IH 94 STA 2930+39'E' TO 2931+26'E'



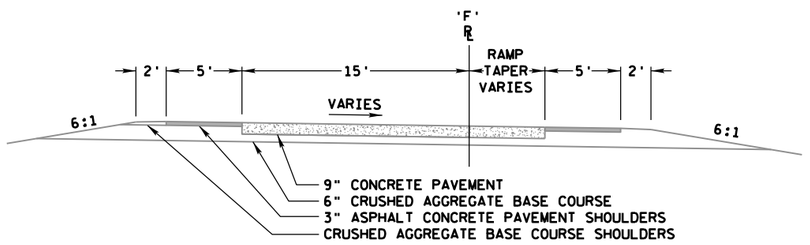
EXISTING TYPICAL OFF RAMP SECTION
IH 94 STA 2931+26'E' TO 2938+66'E'



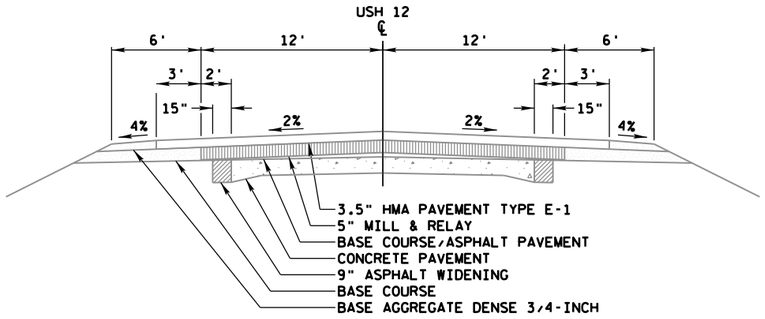
EXISTING TYPICAL OFF RAMP SECTION
IH 94 STA 2938+66'E' TO 2940+43'E'



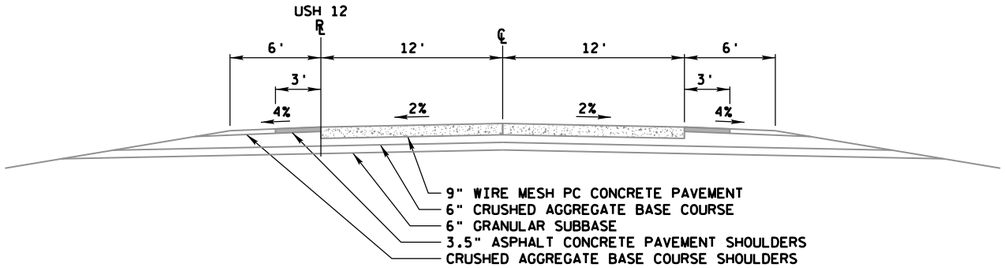
EXISTING TYPICAL ON RAMP TAPER SECTION
IH 94 STA 2934+00'D' TO 2935+70'D'



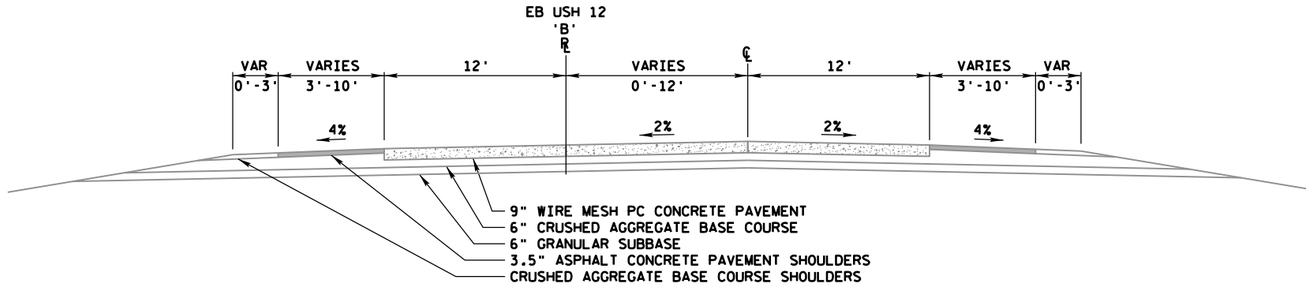
EXISTING TYPICAL ON RAMP SECTION
IH 94 STA 2940+36'F' TO 2942+06'F'



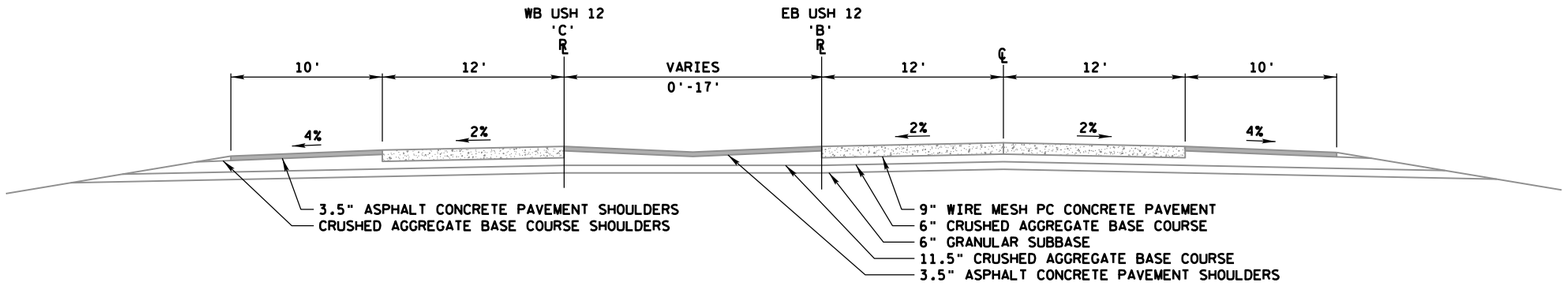
EXISTING TYPICAL TANGENT SECTION
USH 12 STA 505+25'B' TO 506+00'B'



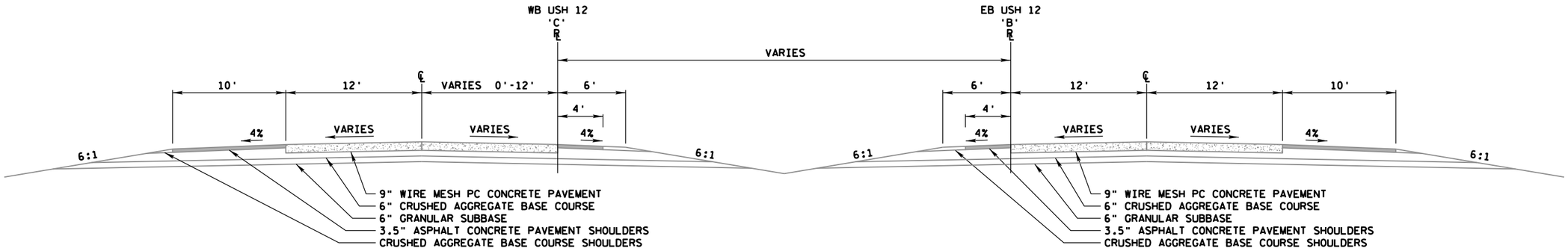
EXISTING TYPICAL TANGENT SECTION
USH 12 STA 506+00'B' TO 507+00'B'



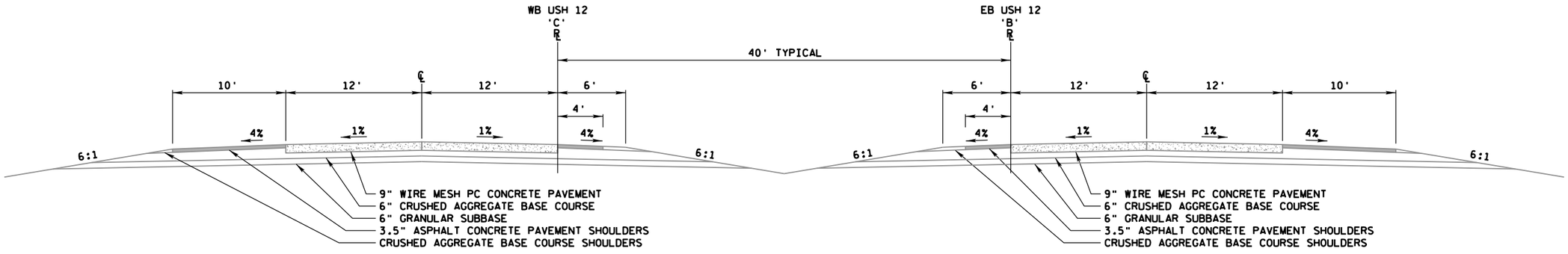
EXISTING TYPICAL TANGENT SECTION
USH 12 STA 507+00'B' TO 509+00'B'



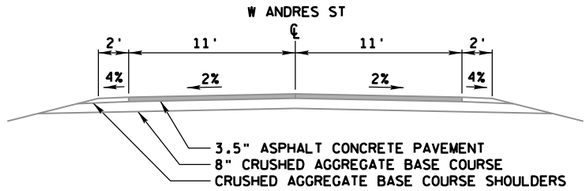
EXISTING TYPICAL TANGENT SECTION
USH 12 STA 509+00'B' TO 510+90'B'



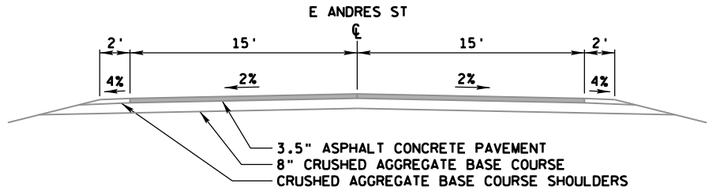
EXISTING TYPICAL TANGENT SECTION
USH 12 STA 510+90'B' TO 514+25'B'



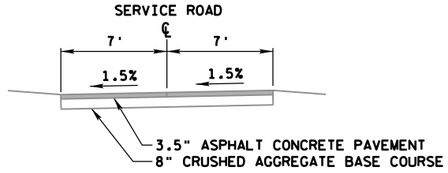
EXISTING TYPICAL TANGENT SECTION
USH 12 STA 514+25'B' TO 534+32'B'



EXISTING TYPICAL SECTION
W ANDRES ST

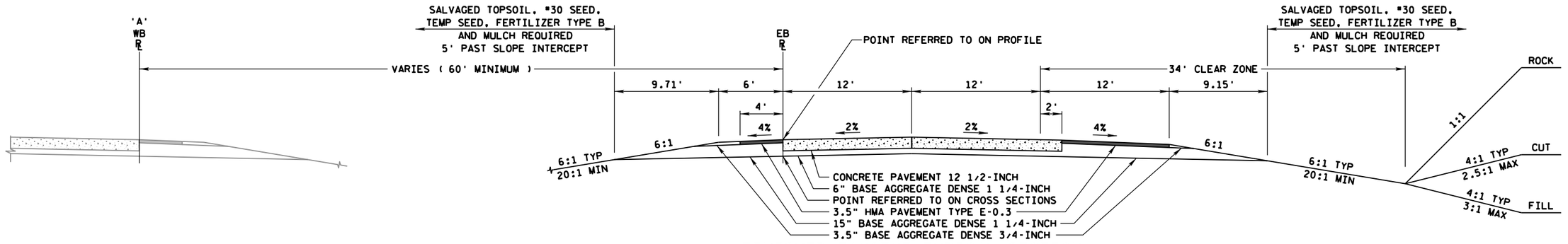


EXISTING TYPICAL SECTION
E ANDRES ST



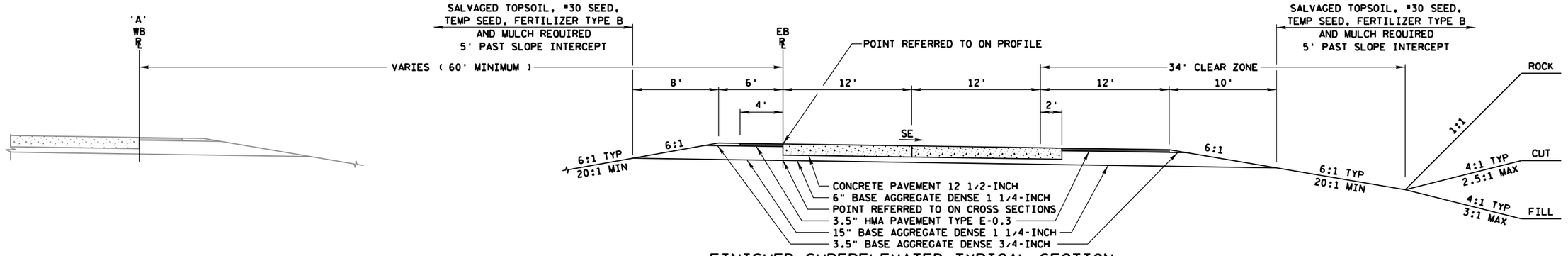
EXISTING TYPICAL SECTION
SERVICE ROAD

2



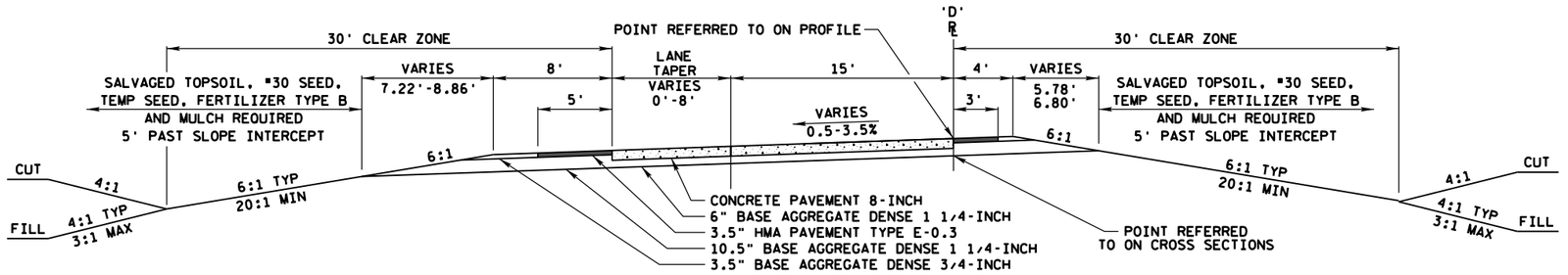
FINISHED TANGENT TYPICAL SECTION

EB IH 94

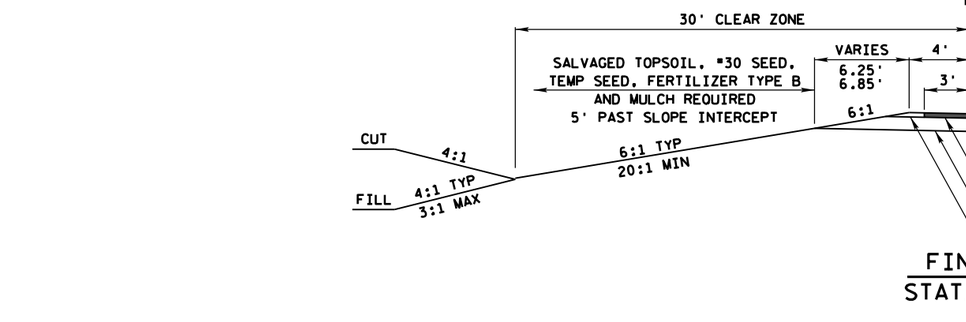


FINISHED SUPERELEVATED TYPICAL SECTION

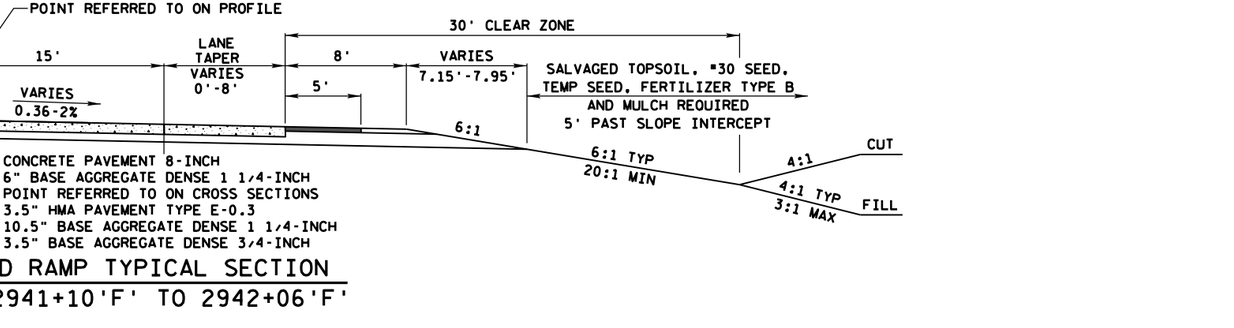
EB IH 94



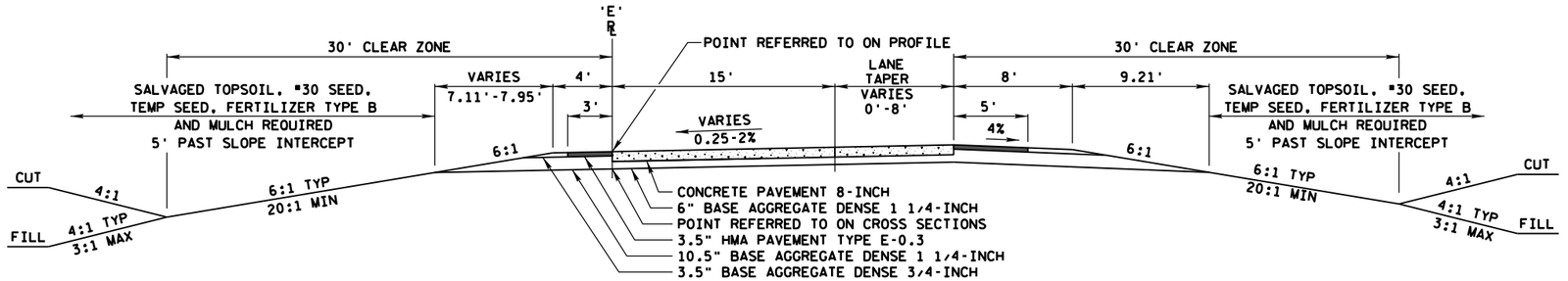
FINISHED RAMP TYPICAL SECTION
STATION 2934+00'D' TO 2935+03'D'



FINISHED RAMP TAPER TYPICAL SECTION
STATION 2925+31'E' TO 2930+69'E'



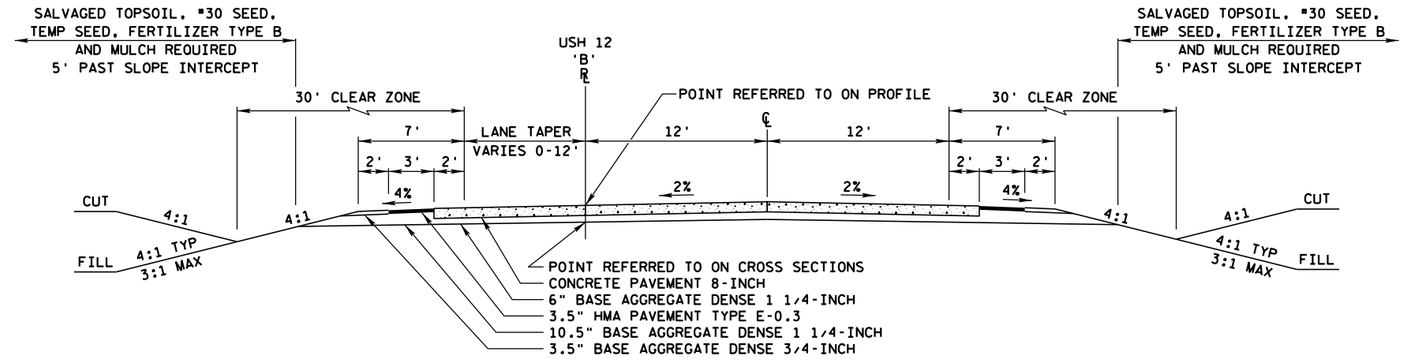
FINISHED RAMP TYPICAL SECTION
STATION 2930+69'E' TO 2939+50'E'



FINISHED RAMP TYPICAL SECTION
STATION 2939+50'E' TO 2940+02'E'

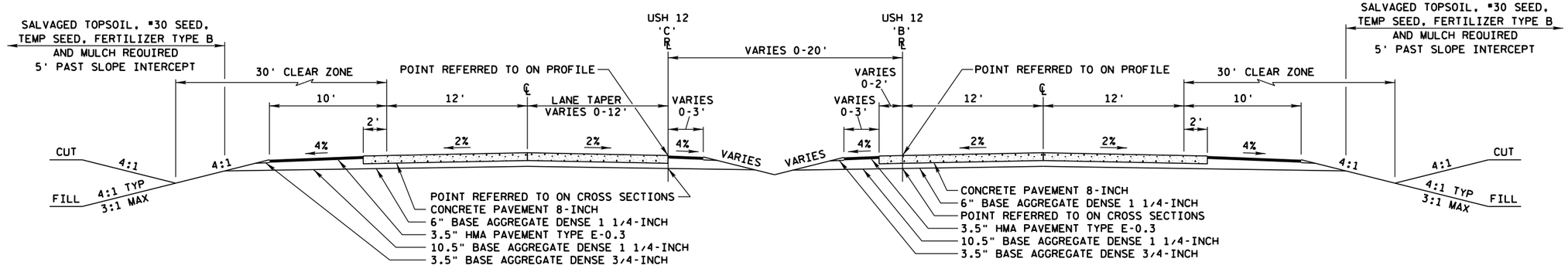
FINISHED RAMP TYPICAL SECTION
STATION 2941+10'F' TO 2942+06'F'

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	FINISHED TYPICAL SECTIONS	SHEET 12	E



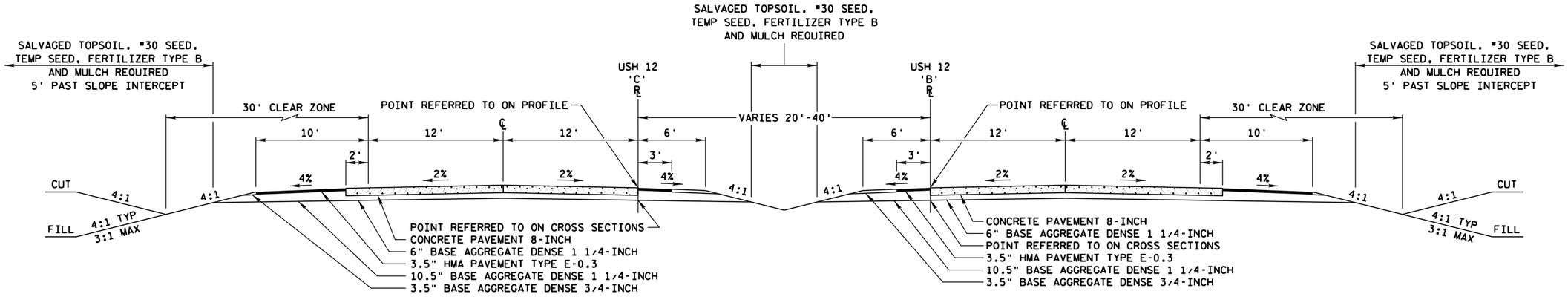
FINISHED TYPICAL TANGENT SECTION

USH 12 STATION 506+00'B' TO 509+00'B'



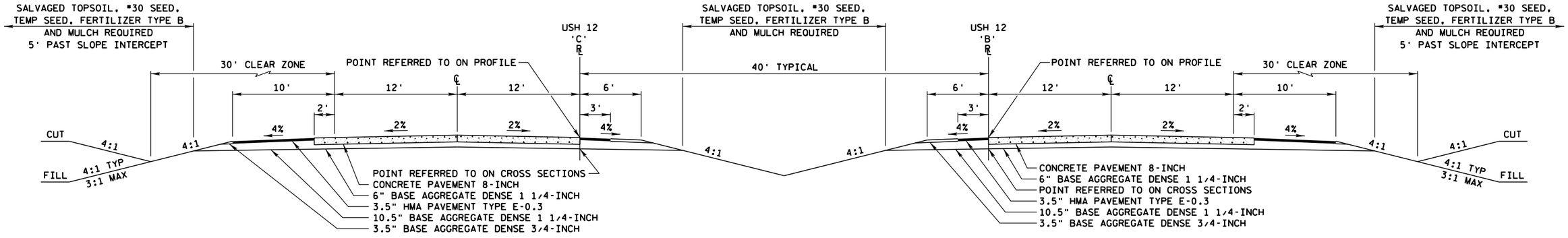
FINISHED TYPICAL TANGENT SECTION

USH 12 STATION 509+00'B' TO 513+57'B'



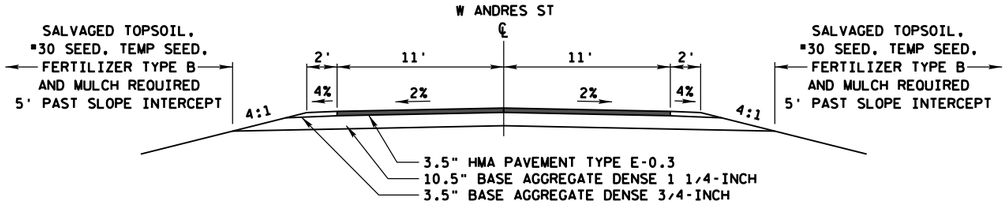
FINISHED TYPICAL TANGENT SECTION

USH 12 STATION 513+57'B' TO 515+65'B'

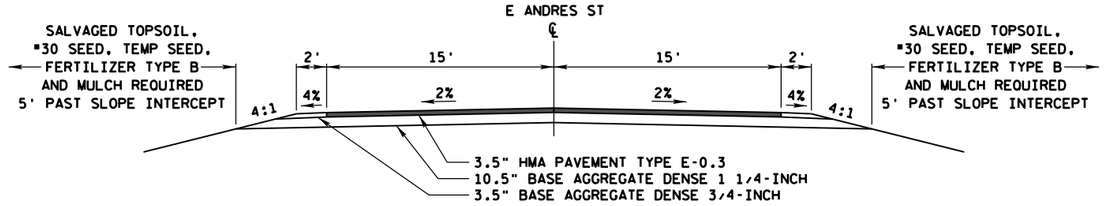


FINISHED TYPICAL TANGENT SECTION

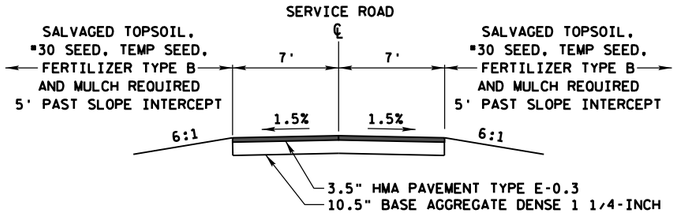
USH 12 STATION 515+65'B' TO 534+32'B'



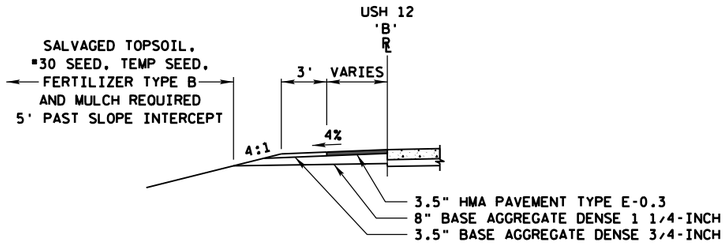
FINISHED TYPICAL SECTION
W ANDRES ST



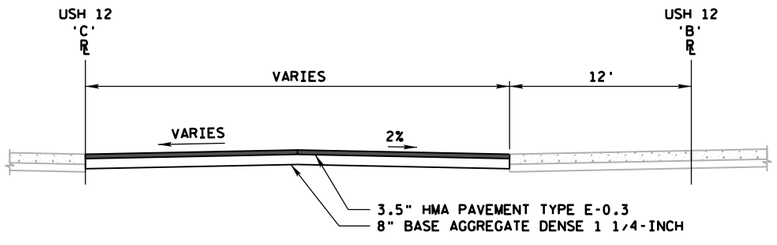
FINISHED TYPICAL SECTION
E ANDRES ST



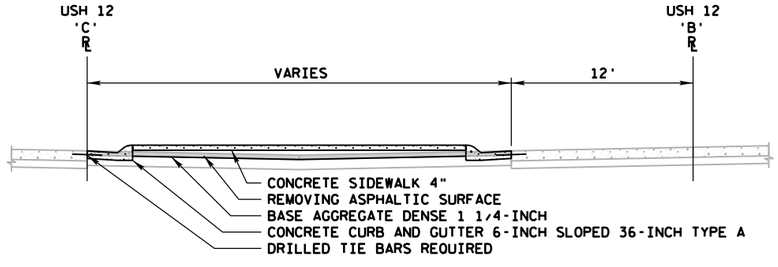
FINISHED TYPICAL SECTION
SERVICE ROAD



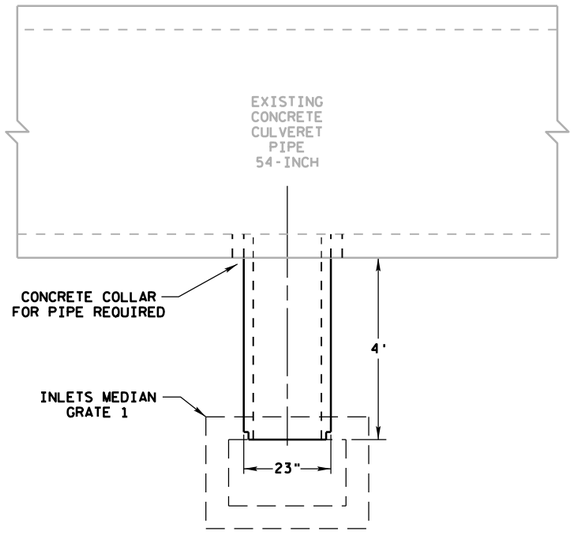
FINISHED TYPICAL SECTION - WB WIDENING
USH 12 STATION 503+12'B' TO 512+40'B'



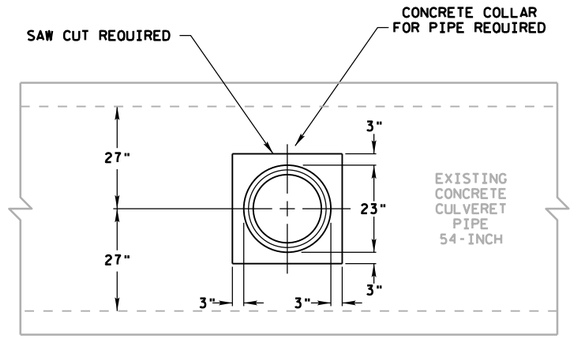
FINISHED TEMPORARY TYPICAL SECTION - SOUTH CROSSOVER
USH 12 STATION 531+66'B' TO 533+04'B'



FINISHED TYPICAL SECTION - SOUTH CROSSOVER
USH 12 STATION 531+66'B' TO 533+04'B'



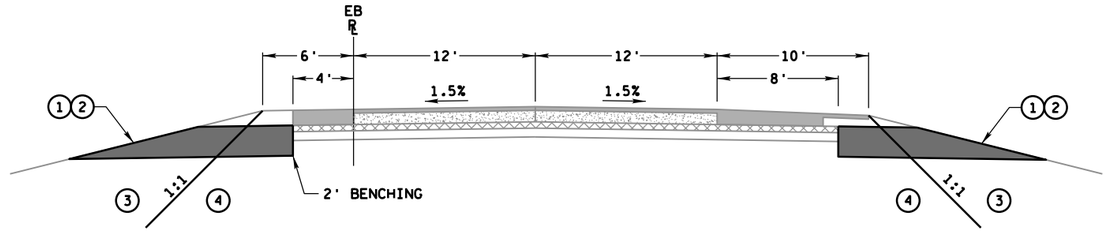
PLAN VIEW



FRONT VIEW

MAINLINE TEE 54-INCH - 18-INCH

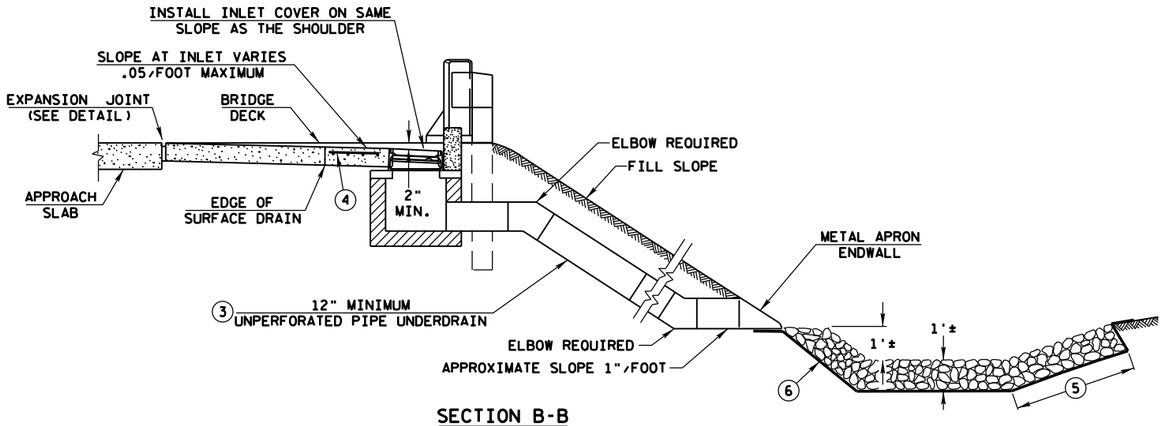
STATION 2900+59



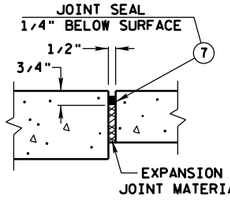
1. BENCHING INCIDENTAL TO PREPARING ROADWAY FOUNDATION.
2. BENCHING REQUIRED PRIOR TO 1-1/4 INCH BASE AGGREGATE DENSE PLACEMENT.
3. BENCHING CUT TO BE USED FOR EMBANKMENTS OUTSIDE 1:1 SLOPE.
4. COMMON EXCAVATION MATERIAL TO BE USED FOR ROADWAY FOUNDATION INSIDE 1:1 SLOPE.

PREPARING ROADWAY FOUNDATION

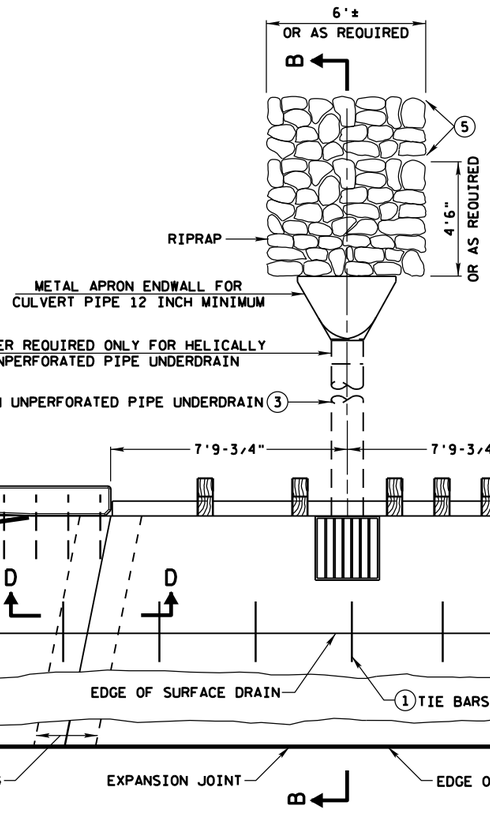
STATION 2614+00 TO 2929+45



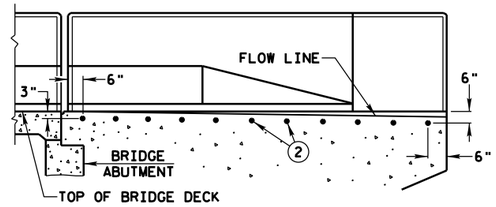
SECTION B-B



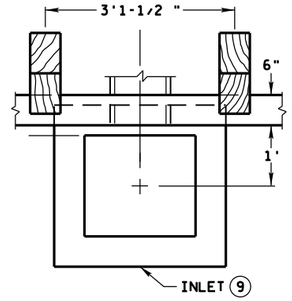
EXPANSION JOINT DETAIL



PLAN VIEW



LOCATION OF TIE BARS IN WINGWALL



PLAN VIEW

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

(1) NO. 4 X 2'-0" TIE BARS SPACED AT 3'-0" CENTERS TO BE USED ONLY WHEN ADJACENT TO P.C. CONCRETE.

(2) NO. 4 X 2'-0" TIE BARS SPACED AT 12" CENTERS TO BE PLACED BY BRIDGE CONTRACTOR, OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) THE PIPE UNDERDRAIN MAY BE ANY ONE OF THE SIX MATERIALS LISTED IN THE STANDARD SPECIFICATIONS SECTION 612.2 EXCEPT DRAIN TILE.

(4) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.

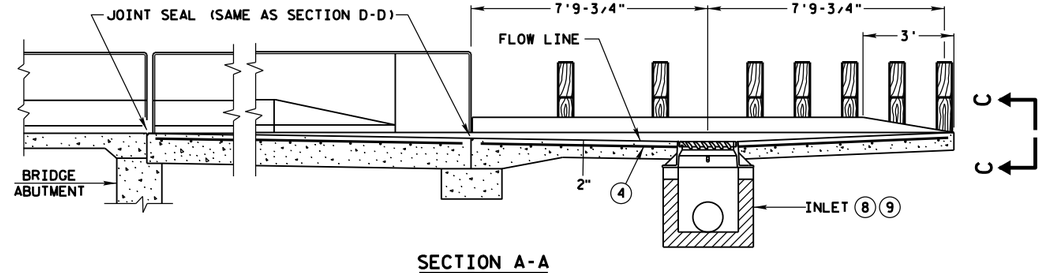
(5) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(6) GEOTEXTILE FABRIC, TYPE 'R"

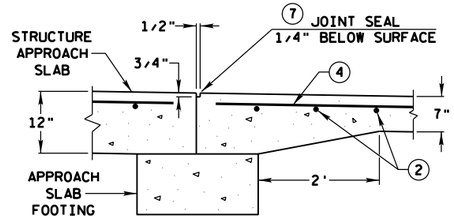
(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

(8) SEE CURRENT STANDARD DETAIL DRAWINGS 8A5 AND 8C7 FOR DETAILS.

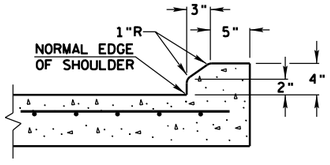
(9) SEE PLAN FOR INLET SIZE AND CASTING TYPE.



SECTION A-A



SECTION D-D

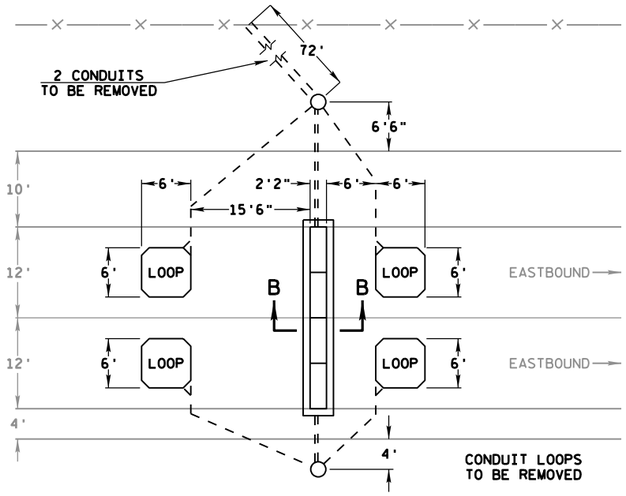


SECTION C-C

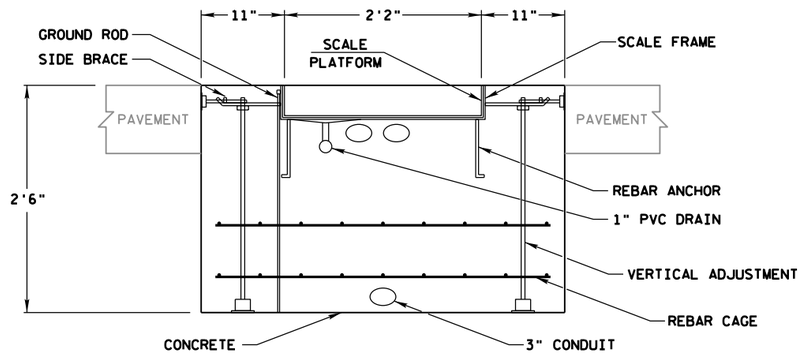
CONCRETE SURFACE DRAINS, DROP INLET TYPE, AT STRUCTURES

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAILS	SHEET 17	E

2



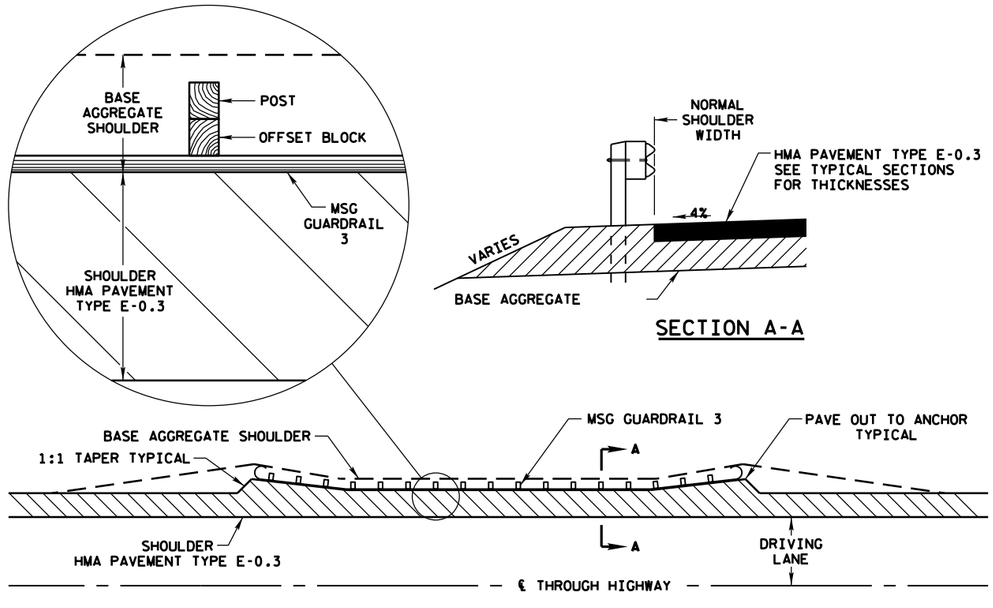
PLAN VIEW



SECTION BB

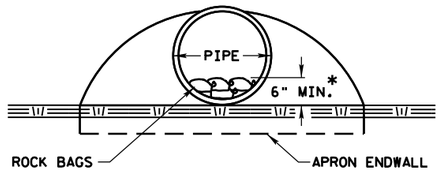
REMOVING WEIGH IN MOTION DETAIL

STATION 2739+70



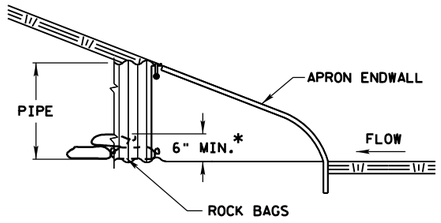
ASPHALTIC PAVED SHOULDER ALONG GUARDRAIL

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAILS	SHEET	E



END VIEW

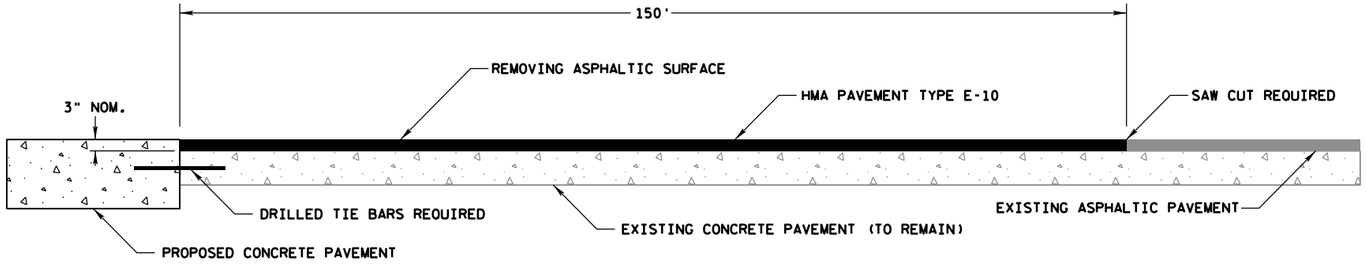
* OR AS DIRECTED BY THE ENGINEER



SIDE VIEW

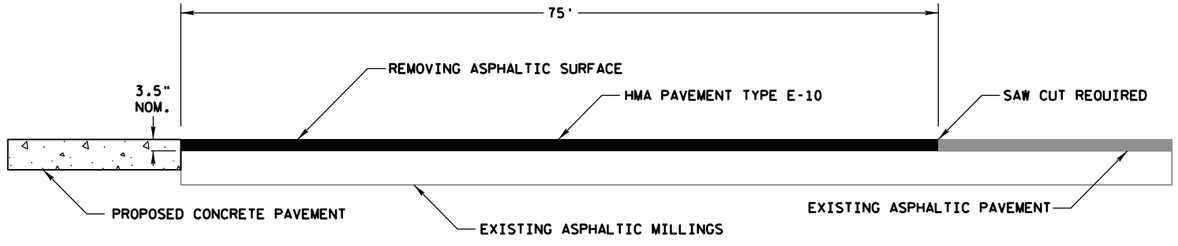
PIPE SIZE INCHES	NUMBER OF BAGS
18	2
24	2
30	3
36	3
42	4
48	4
54	5
60	6

CULVERT PIPE DITCH CHECK



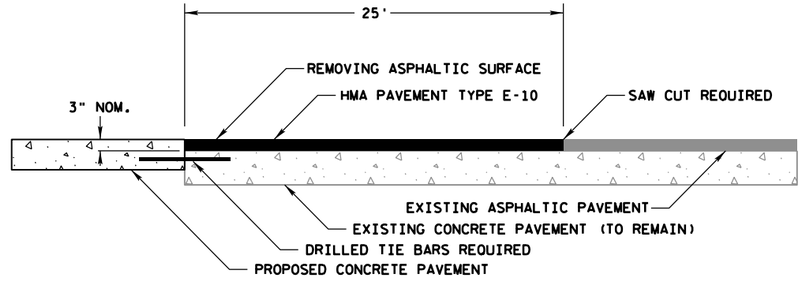
PROPOSED PAVEMENT TRANSITION

(SUMMER SHUT DOWN) UNDISTRIBUTED



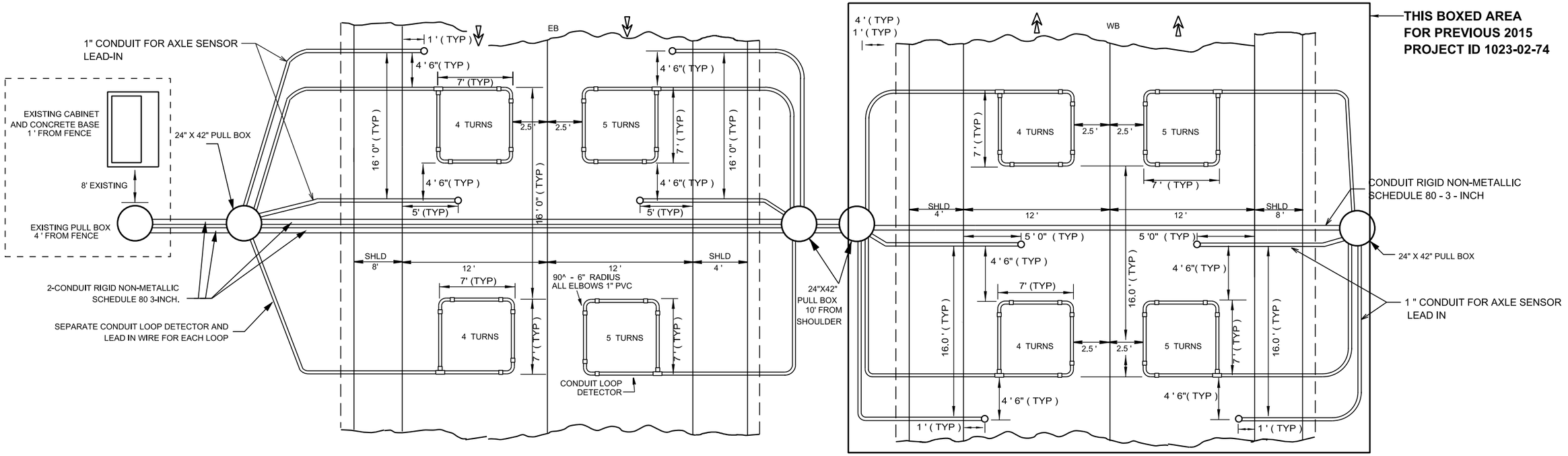
PROPOSED USH 12 PAVEMENT TRANSITION

STATION 505+25'B' TO 506+00'B'



PROPOSED RAMP PAVEMENT TRANSITION

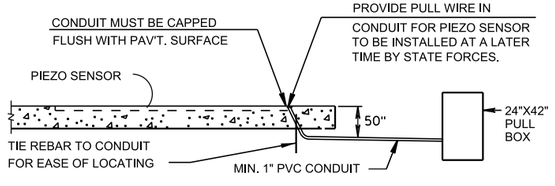
STATION 2942+06'F' TO 2942+31'F'



THIS BOXED AREA FOR PREVIOUS 2015 PROJECT ID 1023-02-74

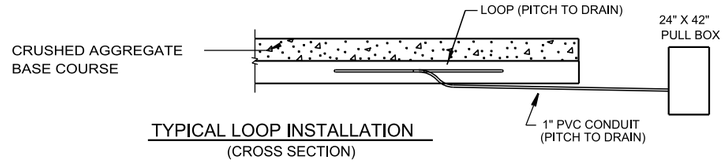
WEIGHT-IN-MOTION DETECTOR INSTALLATION

STA 2739 + 25 'A'



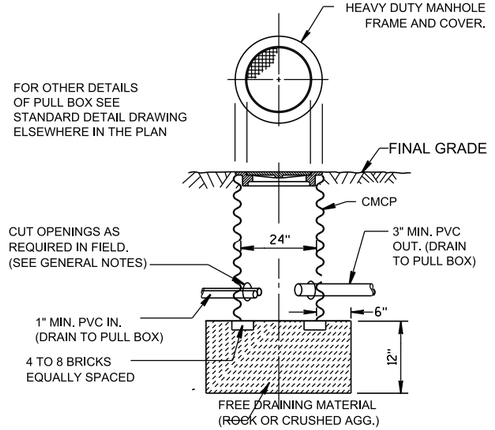
TYPICAL PIEZO WHEEL SENSOR INSTALLATION

(CROSS SECTION)



TYPICAL LOOP INSTALLATION

(CROSS SECTION)



24" X 42" PULL BOX DETAIL

(SEE S.D.D. FOR ADDITIONAL INFORMATION)

GENERAL NOTES

THIS IS A REFURBISHMENT OF AN OLD SITE. THE CABINET AND PULL BOX AT THE FENCE WILL BE RE-USED IN 2016.

THE LOOPS AND PULL BOXES IN THE BOXED AREA WERE INSTALLED IN 2015.

DO NOT CHANGE THE LOOP DESIGN. OTHER DESIGNS DO NOT WORK WITH OUR EQUIPMENT.

ALL LOOPS TO HAVE THE NUMBER OF TURNS INDICATED ON DETAIL. LOOP WIRE SHALL BE NO. 12 AWG TYPE USE, WITH XLP INSULATION, STRANDED COPPER. LOOP LEAD WIRE FROM LOOP TO PULL BOX TO BE TWISTED AT LEAST 3 TURNS PER FOOT BEFORE INSTALLATION.

THE TWO SINGLE CONDUCTOR LOOP WIRES SHALL BE TWISTED TOGETHER AT A RATE OF 3-4 TWISTS PER FOOT FROM THE EXIT OF THE LOOP TO THE CONTROL CABINET OR ITS CONNECTION WITH LOOP LEAD-IN CABLE AT THE PULL BOX. THESE TWISTED SINGLE CONDUCTOR PAIRS SHALL BE INSTALLED IN WELL DRAINED, PVC CONDUIT.

ALL LOOP INSTALLATIONS SHALL HAVE THE LOOP DETECTOR CONDUIT PITCHED TO DRAIN TO THE PULL BOX.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT OR DUCT THAT IS TO FIT IN THE OPENING, PLUS NO MORE THAN ,1/4".

THE LOOP WIRE ENDS SHALL BE SEALED WITH TAR OR SCOTCHKOTE TO KEEP WATER OUT OF THE INSULATING JACKET OF THE WIRE. THE EASTBOUND AND WESTBOUND LEAD-IN WIRE WILL BE SPLICED WHEN THE PROJECT IS COMPLETED IN 2016.

LOOP WIRE TO LEAD-IN CABLE SPICES SHALL BE MADE ONLY IN THE PULL BOX WHICH IS NEAR THE EDGE OF THE ROAD. ALL SPLICES SHALL BE MADE AS SOON AS POSSIBLE AFTER WIRES ARE INSTALLED. A SPLICE OF A TWO CONDUCTOR CABLE CONSISTS OF TWO SOLDERED JOINTS ENCLOSED IN A SINGLE SPLICE KIT. EACH SOLDERED CONNECTION SHALL BE INSULATED FROM ONE ANOTHER. ALL SPLICES SHALL BE MADE WITH EPOXY TYPE SPLICE KITS SUCH AS "3M 82A1" OR APPROVED EQUAL.

TWO CONDUCTOR, NO. 12 AWG, LOOP DETECTOR LEAD IN CABLE SHALL BE USED FROM THE SPLICE CONNECTION AT THE PULL BOX TO THE CONTROL CABINET.

DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS IN THE PULL BOX AND CABINET.

A COMPLETE "AS BUILT" WIRING DIAGRAM SHOWING LOOPS, CONNECTIONS AND LEAD-INS, SHALL BE PROVIDED TO THE ENGINEER AND JANE OLDENBURG EMAIL TO jane.oldenburg@dot.wi.gov OR SEND TO WI DOT - TRAVEL SURVEY SHOP, 3633 PIERSTORFF ST., MADISON, WI 53704, 608-245-2679, UPON COMPLETION OF THE LOOP WIRING INSTALLATION.

DRAIN SUMPS FOR CONDUIT, INCLUDING ALL LABOR, FITTINGS AND MATERIALS SHALL BE INCIDENTAL TO THE INSTALLED UNIT COST OF THE CONDUIT.

THE CONTRACTOR SHALL FURNISH THE FOLLOWING: LOOP DETECTOR CONDUIT 1", LOOP DETECTOR WIRE, LOOP DETECTOR LEAD-IN CABLE, 12 GUAGE; 3" P.V.C. CONDUIT, 1" PIEZO CONDUIT, AND 24" PULL BOXES PER THIS DETAIL AND AS SHOWN ON CONSTRUCTION DETAIL SHEET. THE 3" P.V.C CONDUIT AND 24" PULL BOXES MAY NOT BE NEEDED IF THE EXISTING CONDUIT AND/OR PULL BOXES CAN BE USED.

NO JOINTS OR PAVEMENT CORING ALLOWED 6 FEET EITHER SIDE OF LOOP AND PIEZO AREA.

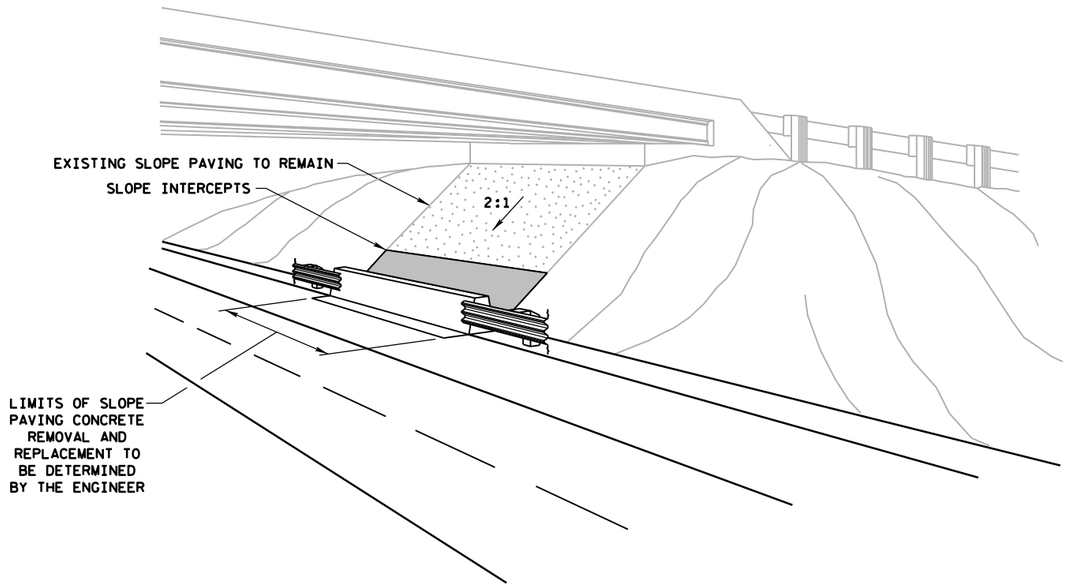
LOOPS SHALL BE INSTALLED IN THE CRUSHED AGGREGATE BASE COURSE, NOT THE PAVEMENT. SEE SDD 9F 15.

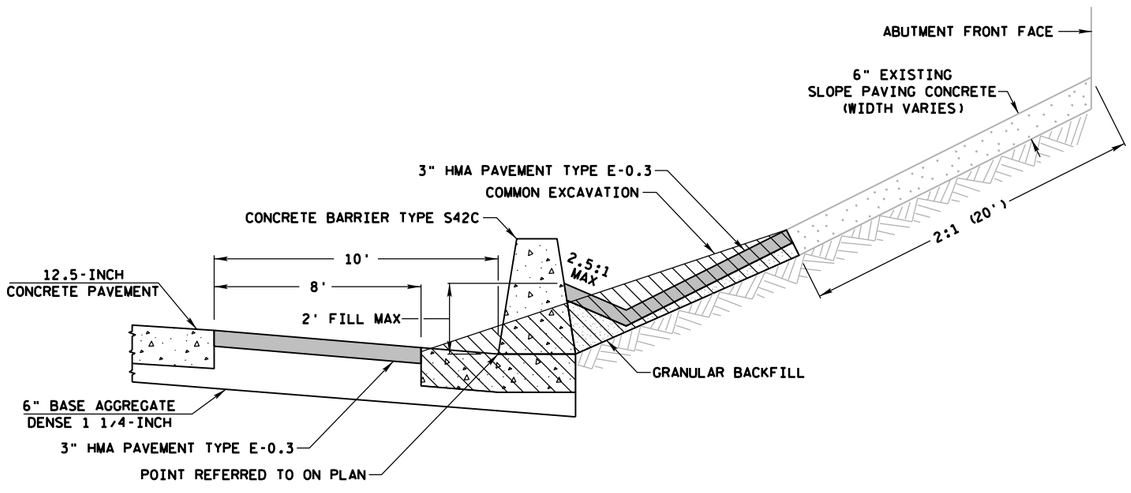
A 2' 1/2 " DIA. PIECE OF REBAR SHOULD BE USED TO SUPPORT PIEZO SENSOR CONDUIT. THIS AIDS IN SUPPORT DURING CONCRETE POUR AND AIDS LOCATING LATER. PUT A TEMPORARY COVERING OVER PIEZO SENSOR CONDUIT END THAT CAN BE REMOVED OR PUNCTURED LATER, BUT WILL KEEP THE CONCRETE OUT OF THE PVC CONDUIT, SUCH AS A CAP.

PROJECT NO: 1023-02-83	HWY: I - 94	COUNTY: MONROE	CONSTRUCTION DETAIL: INSTALLATION OF WEIGHT-IN-MOTION ATR	SHEET	E

PLOT DATE:
PLOT SCALE:
Originator : dotjmo
FILE NAME : I - 94 atr loopdetector.dgn

NOTES:
1. SEE SDD SINGLE SLOPE ROADSIDE RETAINING WALL.
2. SEE PLAN FOR SINGLE SLOPE ROADSIDE RETAINING WALL AND BEAM GUARD LOCATIONS.



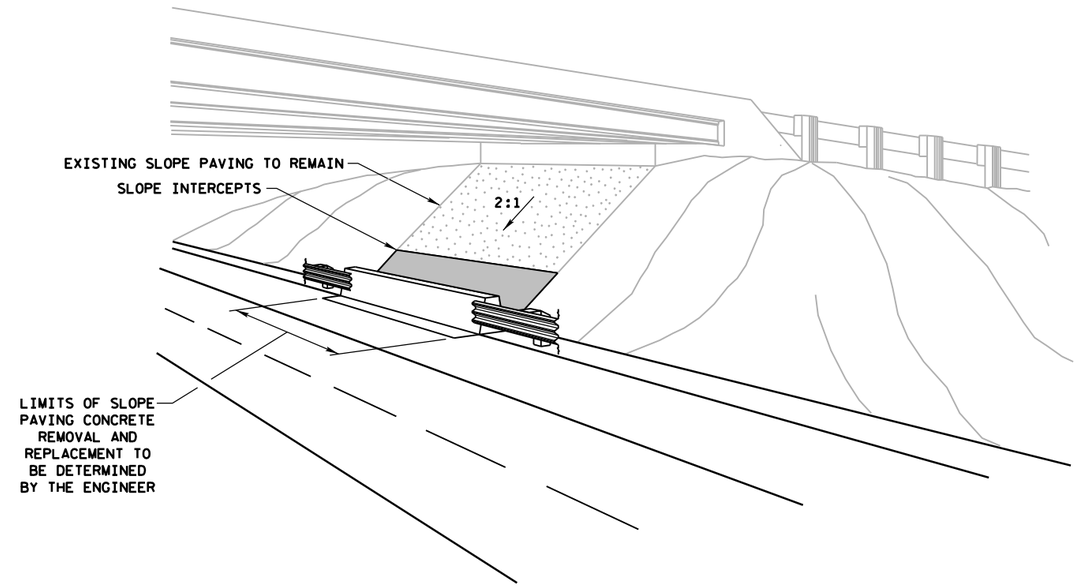


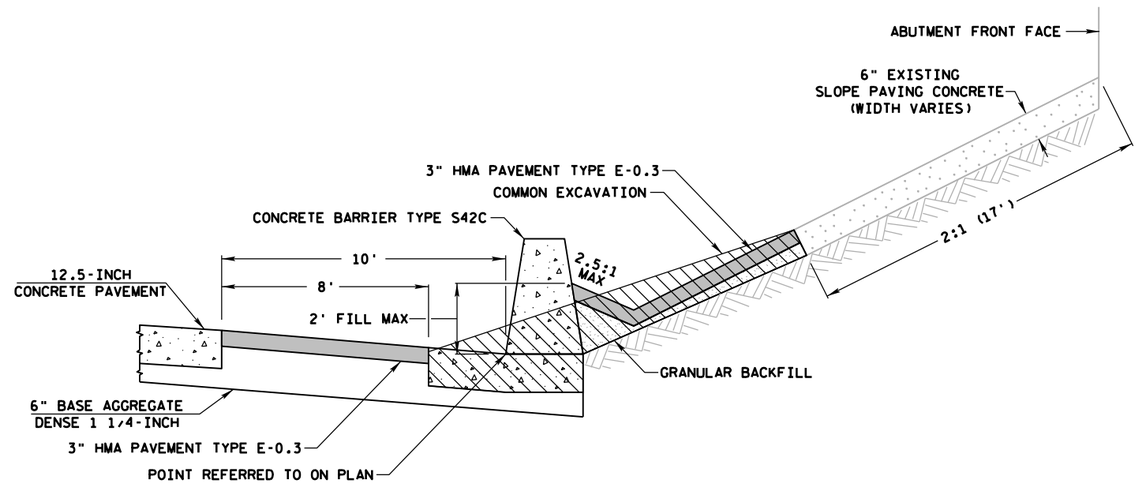
CROSS SECTION

SINGLE SLOPE ROADSIDE RETAINING WALL AT BRIDGE

B-41-0068 STATION 2656+18 - 2656+48

LEGEND
- COMMON EXCAVATION
- GRANULAR BACKFILL



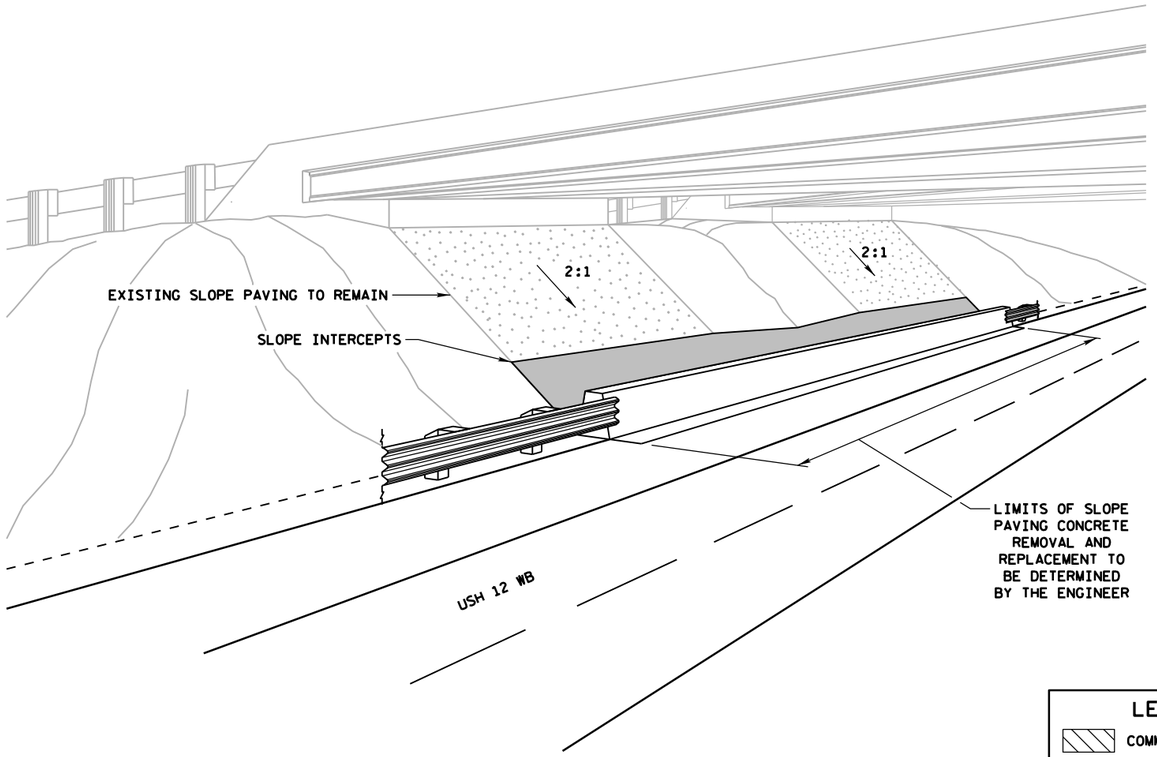


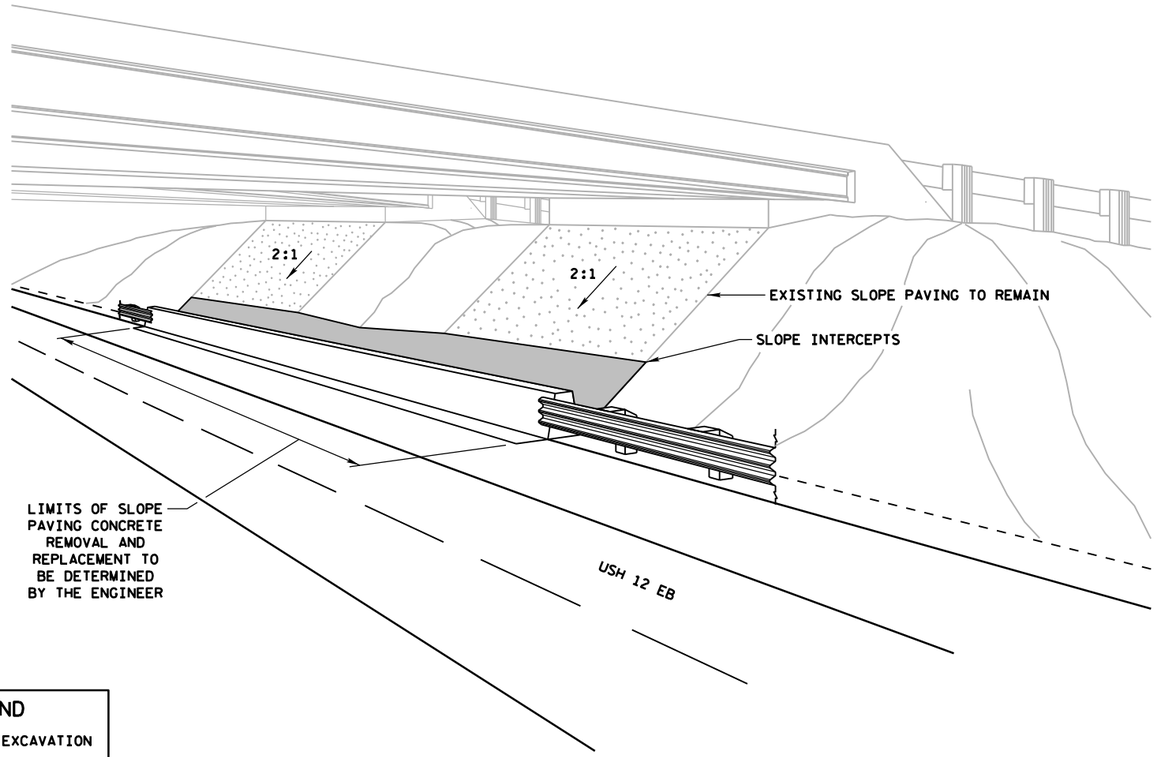
CROSS SECTION

SINGLE SLOPE ROADSIDE RETAINING WALL AT BRIDGE

B-41-0069 STATION 2698+44 - 2698+84

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAILS	SHEET 21	E



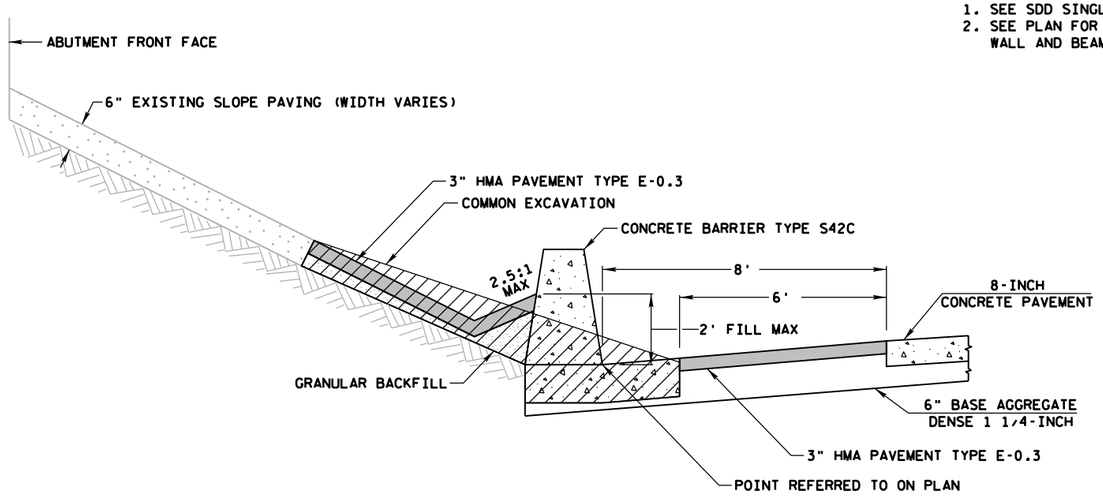


LEGEND

COMMON EXCAVATION

GRANULAR BACKFILL

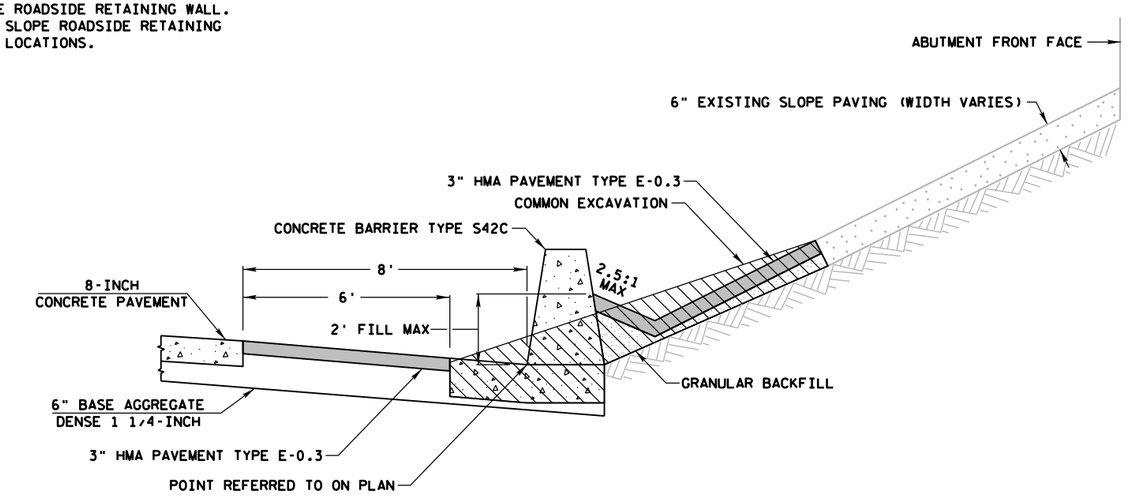
NOTES:
1. SEE SDD SINGLE SLOPE ROADSIDE RETAINING WALL.
2. SEE PLAN FOR SINGLE SLOPE ROADSIDE RETAINING WALL AND BEAM GUARD LOCATIONS.



CROSS SECTION

SINGLE SLOPE ROADSIDE RETAINING WALL AT BRIDGE

STATION 527+90'B' TO 530+12'B'

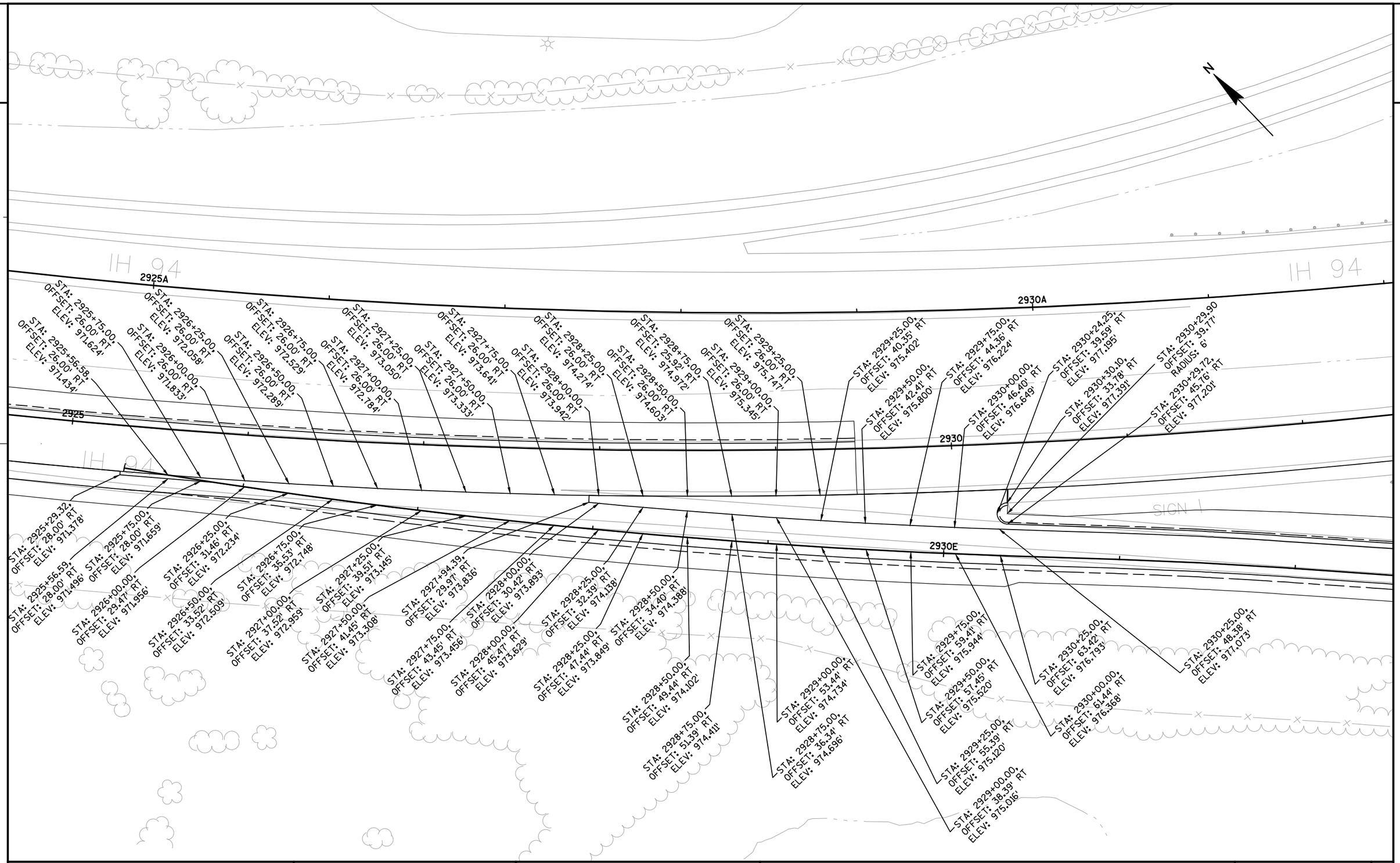


CROSS SECTION

SINGLE SLOPE ROADSIDE RETAINING WALL AT BRIDGE

STATION 527+50'B' TO 529+50'B'

2



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAIL - EB OFF RAMP	SHEET 23	E

2

N

FOOTBRIDGE

PC: 506+05.47B

STA: 507+99.99B
OFFSET: -12.25'

STA: 508+31.36B
OFFSET: -15.65'

BP: 509+00.83C

STA: 509+00.00B
OFFSET: -22.03'

PC: 509+99.25C

PT: 510+95.47C

PT: 511+41.56B

STA: 511+88.97
OFFSET: -6.00'
RADIUS: 3'

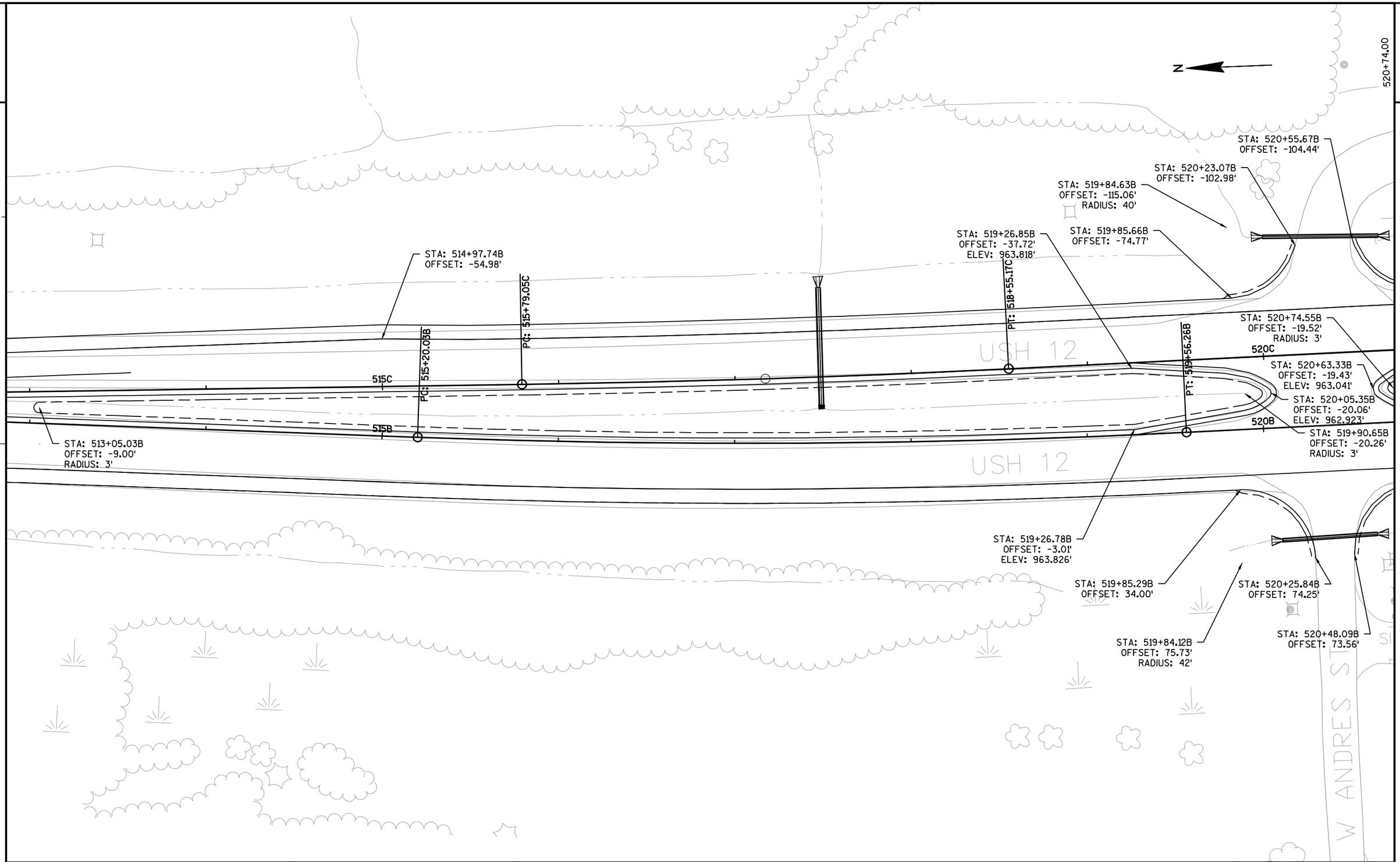
STA: 508+00B
OFFSET: 29.01'

STA: 508+40.66B
OFFSET: 31.04'

STA: 509+00B
OFFSET: 34.01'

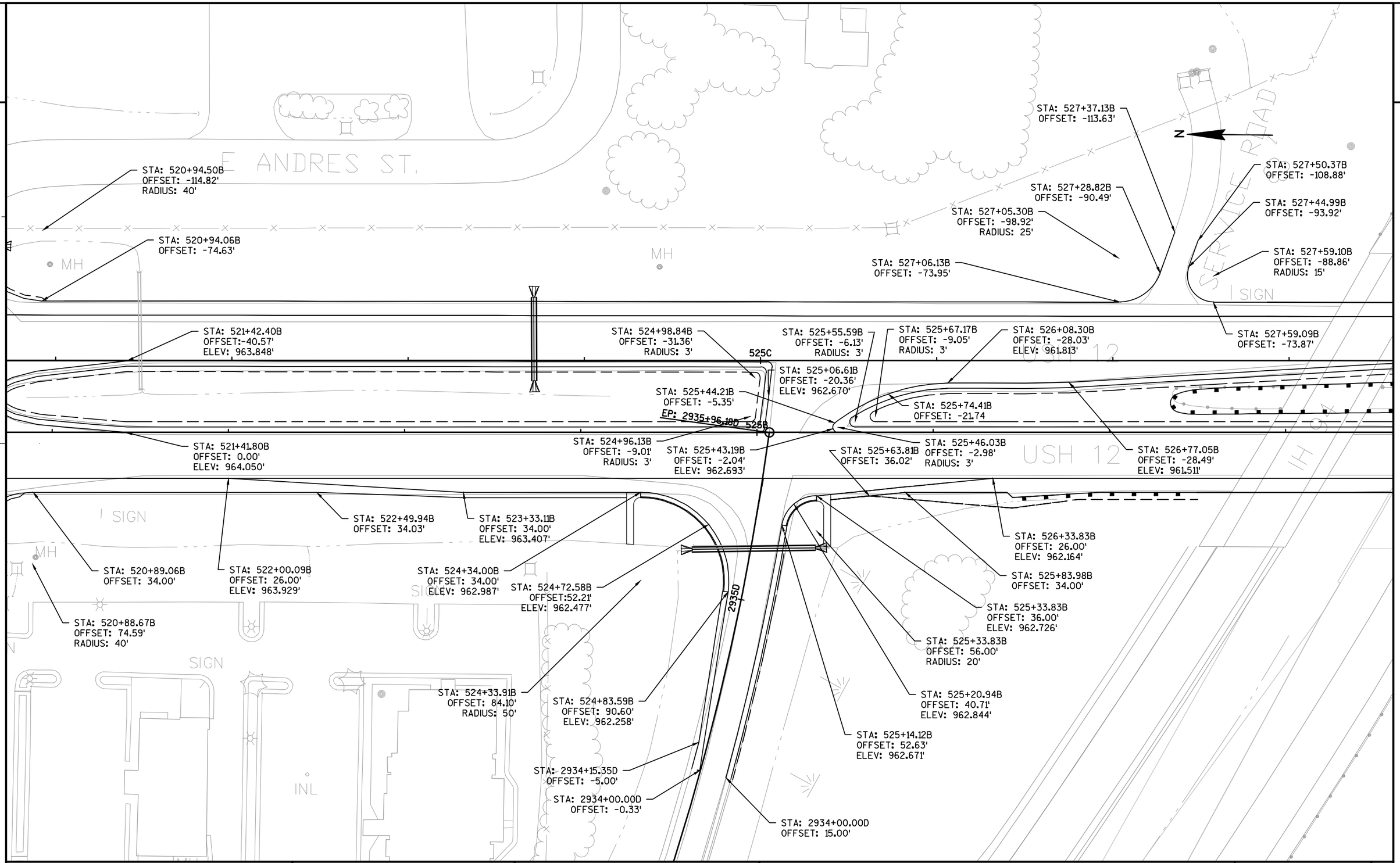
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAIL - USH 12	SHEET 24	E

2



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAIL - USH 12	SHEET 25	E

2



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAIL - USH 12	SHEET 26	E

STA: 2942+06.44F
OFFSET: -15.00'

STA: 2942+06.44F
OFFSET: 0.00'

STA: 2941+81.90F
OFFSET: 5.00'

STA: 2941+43.98F
OFFSET: 8.05'

STA: 531+43.90B
OFFSET: -97.04'
ELEV: 960.962'

STA: 531+23.88B
OFFSET: -97.46'
RADIUS: 20'

STA: 531+70.36B
OFFSET: -133.10'
ELEV: 960.400'

STA: 532+20.03B
OFFSET: -127.33'
RADIUS: 50'

STA: 530+48.29B
OFFSET: -34.19'

STA: 531+37.89B
OFFSET: -83.16'
ELEV: 960.471'

STA: 531+82.67B
OFFSET: -94.10'
ELEV: 960.098'

STA: 530+12.10B
OFFSET: -65.58'

STA: 532+20.09B
OFFSET: -77.31'
ELEV: 960.522'

STA: 532+77.11B
OFFSET: -73.43'

STA: 528+72.15B
OFFSET: -39.72'
ELEV: 960.854'

STA: 533+80.21B
OFFSET: -33.14'
RADIUS: 3'

STA: 531+73.40B
OFFSET: -36.36'
RADIUS: 3'

STA: 530+02.69B
OFFSET: -39.57'

STA: 530+76.83B
OFFSET: -18.02'
RADIUS: 3'

STA: 531+23.94B
OFFSET: -77.44'
ELEV: 960.414'

530C

BP: 2940+08.40E

STA: 531+84.96B
OFFSET: -33.37'
RADIUS: 3'

STA: 531+99.38B
OFFSET: -30.35'
RADIUS: 3'

STA: 533+20.08B
OFFSET: -65.22'
ELEV: 960.335'

STA: 533+91.86B
OFFSET: -36.13'
RADIUS: 3'

535C

PI: 535+36.23B

STA: 530+91.12B
OFFSET: -17.67'
ELEV: 960.590'

PT: 2940+79.44E

STA: 533+93.33B
OFFSET: -33.52'
ELEV: 959.947'

530B

STA: 533+65.83B
OFFSET: -30.16'
RADIUS: 3'

535B

STA: 530+89.84B
OFFSET: -11.97'

STA: 530+89.75B
OFFSET: -12.03'
ELEV: 960.663'

STA: 530+89.70B
OFFSET: -15.03'
RADIUS: 3'

STA: 531+72.10B
OFFSET: -33.63'
ELEV: 960.735'

STA: 532+09.41B
OFFSET: -17.51'
ELEV: 960.501'

STA: 532+49.69B
OFFSET: -12.00'
ELEV: 960.523'

STA: 533+16.93B
OFFSET: -12.00'
ELEV: 960.269'

STA: 533+56.58B
OFFSET: -17.63'
ELEV: 959.846'

STA: 531+30.22B
OFFSET: 26.00'

STA: 532+34.61B
OFFSET:34.00'

STA: 532+96.99B
OFFSET: 26.00'
ELEV: 960.560'

STA: 530+61.13B
OFFSET: -21.01'
RADIUS: 3'

2940E

STA: 531+96.99B
OFFSET: 34.00'
ELEV: 960.688'

STA: 529+10.40B
OFFSET: 0.00'
ELEV: 960.916'

STA: 531+28.89B
OFFSET: 34.00'

STA: 531+96.99B
OFFSET: 84.00'
RADIUS: 50'

STA: 531+25.80B
OFFSET: 74.60'
ELEV: 961.388'

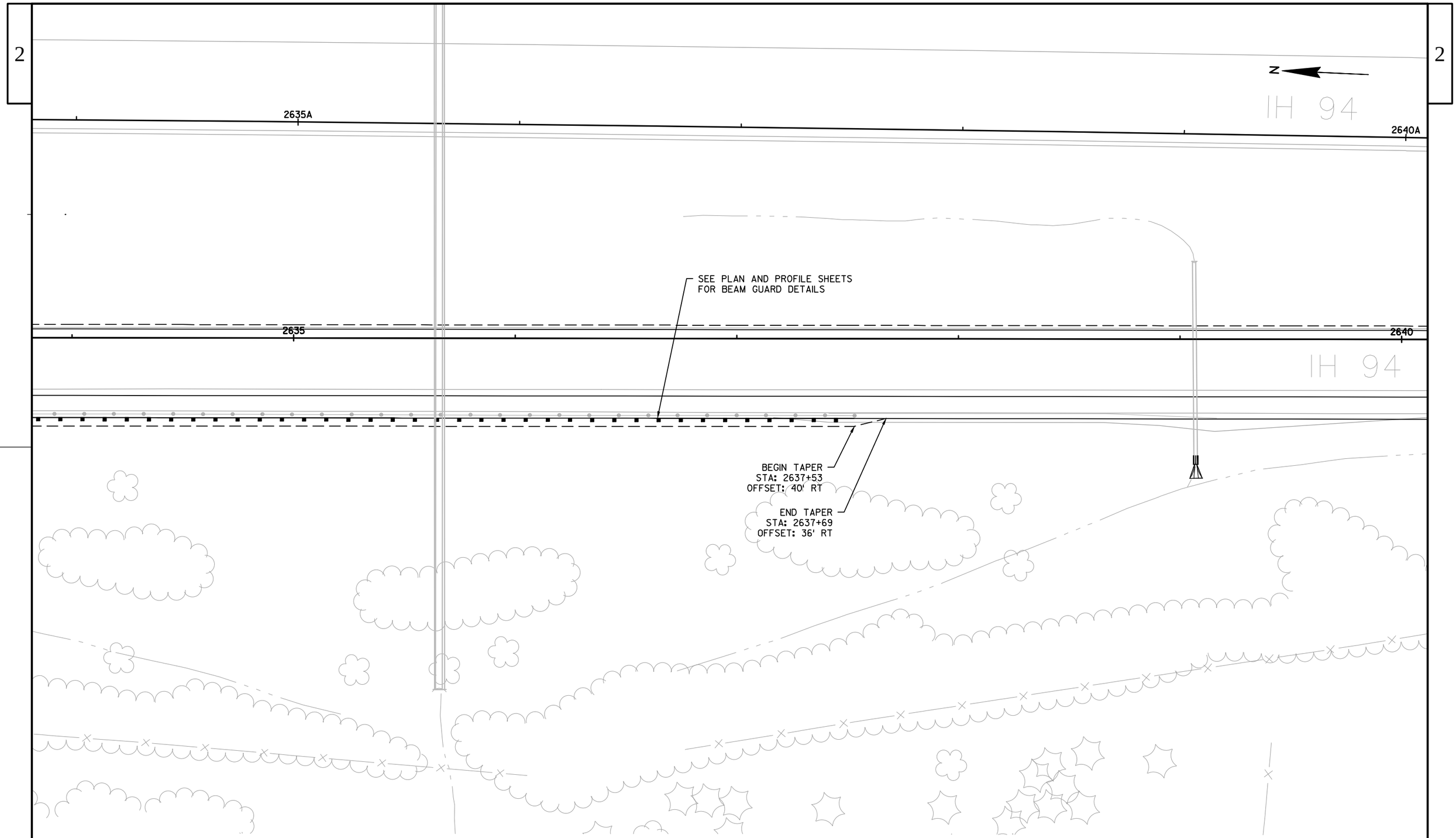
STA: 531+67.20B
OFFSET: 43.84'
ELEV: 960.690'

STA: 531+49.14B
OFFSET: 69.49'
ELEV: 961.150'

PC: 2938+45.55E

SIGN
MH
N
USH 12

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAIL - USH 12	SHEET 27	E



PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	CONSTRUCTION DETAIL:BULLNOSE-BEAMGUARD LAYOUT	SHEET 28	E

2

2

IH 94

IH 94

2635A

2635

N

SEE PLAN AND PROFILE SHEETS
FOR BEAM GUARD DETAILS

BEGIN TAPER
STA: 2631+48
OFFSET: 36' RT

END/BEGIN TAPER
STA: 2631+50
OFFSET: 38' RT

END TAPER
STA: 2631+88
OFFSET: 40' RT

BEGIN TAPER
STA: 2630+30
OFFSET: 36' RT

END/BEGIN TAPER
STA: 2631+50
OFFSET: 44' RT

END TAPER
STA: 2632+00
OFFSET: 36' RT

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	CONSTRUCTION DETAIL:BULLNOSE-BEAMGUARD LAYOUT	SHEET 29	E

NOTE: POST LOCATIONS ARE SHOWN TO FACE OF BULLNOSE

POST 12 LOCATION:
STA 2656+02.80,38' LT

POST 12 LOCATION:
STA 2656+65.30,38' LT

POST 5 LOCATION:
STA 2655+65.30,38' LT

POST 5 LOCATION:
STA 2657+02.80,38' LT

2655A

DITCH FLOWLINE

PC: 2658+57.36

55' (50' MIN)

53' (50' MIN)

6' (2.5' min)

6' (2.5' min)

5.4' (2.5' min)

5.5' (2.5' min)

BEGIN TAPER
STA: 2654+32
OFFSET: 36' RT

POST 5 LOCATION:
STA 2655+65.30,24' LT

POST 5 LOCATION:
STA 2657+02.80,24' LT

END/BEGIN TAPER
STA: 2654+34
OFFSET: 38' RT

END TAPER
STA: 2654+72
OFFSET: 40' RT

END TAPER
STA: 2654+84
OFFSET: 36' RT

END/BEGIN TAPER
STA: 2654+34
OFFSET: 44' RT

BEGIN TAPER
STA: 2653+14
OFFSET: 36' RT

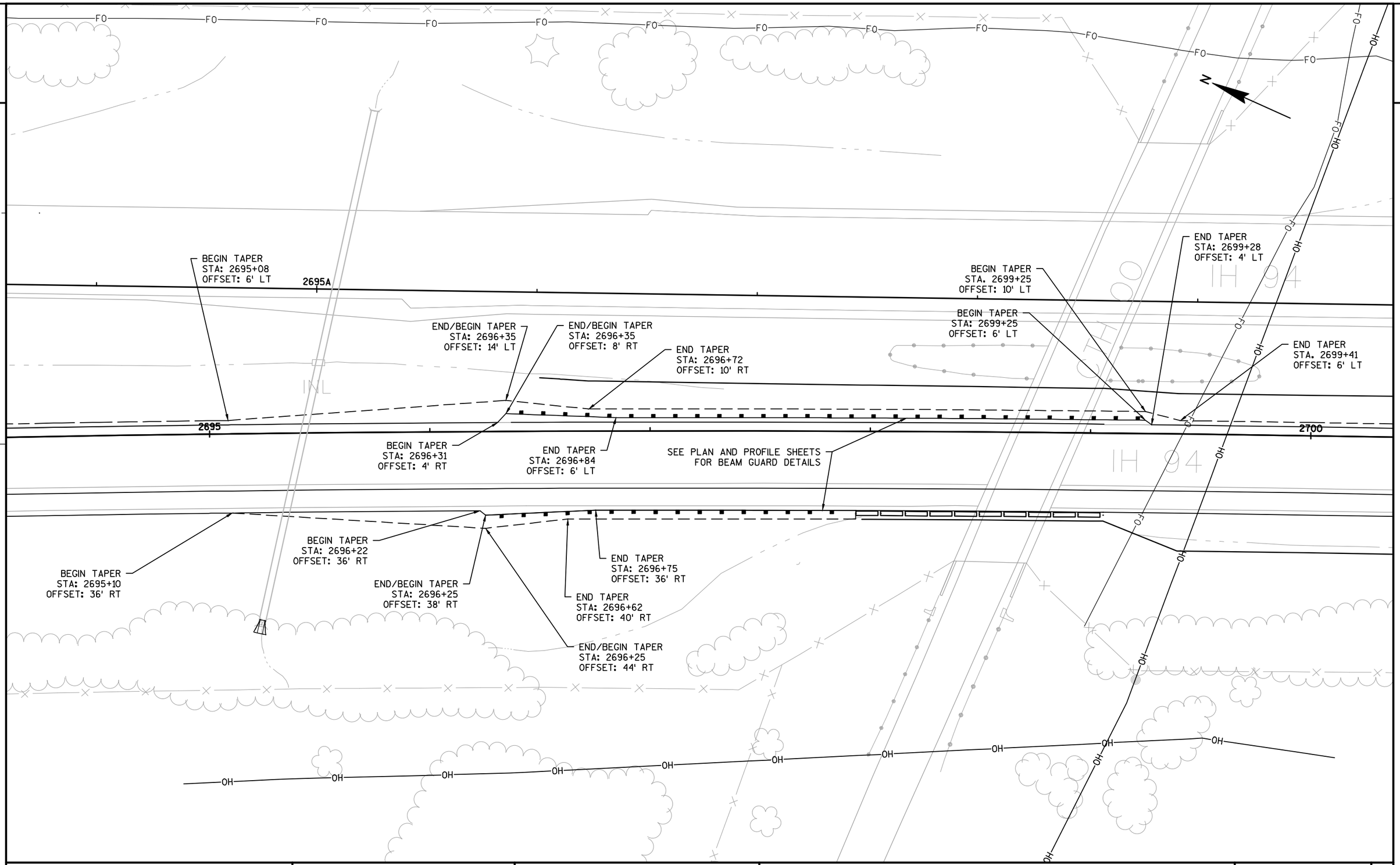
SEE PLAN AND PROFILE SHEETS
FOR BEAM GUARD DETAILS

POST 12 LOCATION:
STA 2656+02.80,24' LT

POST 12 LOCATION:
STA 2656+65.30,24' LT

IH 94

PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAIL:BULLNOSE-BEAMGUARD LAYOUT	SHEET 30	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAIL: BULLNOSE-BEAMGUARD LAYOUT	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\021012_CD.DWG PLOT DATE : 6/26/2015 7:23 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

FO

N

END TAPER
STA: 2746+75
OFFSET: 30' LT

END TAPER
STA: 2747+04
OFFSET: 27' RT

END TAPER
STA: 2747+25
OFFSET: 22' LT

2745A

END/BEGIN TAPER
STA: 2746+75
OFFSET: 24' LT

BEGIN TAPER
STA: 2743+15
OFFSET: 6' LT

2745

BEGIN TAPER
STA: 2743+57
OFFSET: 36' RT

BEGIN TAPER
STA: 2746+55
OFFSET: 4' LT

SEE PLAN AND PROFILE SHEETS
FOR BEAM GUARD DETAILS

END TAPER
STA: 19+09'USH 12'
OFFSET: 22' LT

BEGIN TAPER
STA: 18+57'USH 12'
OFFSET: 24' LT

SEE PLAN AND PROFILE SHEETS
FOR BEAM GUARD DETAILS

BEGIN TAPER
STA: 18+81'USH 12'
OFFSET: 24' RT

END TAPER
STA: 19+34'USH 12'
OFFSET: 22' RT

18'USH 12'

BEGIN TAPER
STA: 2742+40
OFFSET: 36' RT

END/BEGIN TAPER
STA: 2743+60
OFFSET: 38' RT

END TAPER
STA: 2743+98
OFFSET: 40' RT

END TAPER
STA: 2744+10
OFFSET: 36' RT

END/BEGIN TAPER
STA: 2743+60
OFFSET: 44' RT

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	CONSTRUCTION DETAIL:BULLNOSE-BEAMGUARD LAYOUT	SHEET 32	E

2

FO FO FO FO FO FO FO FO FO FO FO FO FO

22'USH 12'

N

IH 94

IH 94

2750A

275

BEGIN TAPER
STA; 2751+11
OFFSET: 22' LT

BEGIN TAPER
STA; 2751+36
OFFSET: 26' LT

END/BEGIN TAPER
STA; 2751+61
OFFSET: 30' LT

2750

2755

END/BEGIN TAPER
STA; 2751+61
OFFSET: 24' LT

END TAPER
STA; 2751+81
OFFSET: 4' LT

SEE PLAN AND PROFILE SHEETS
FOR BEAM GUARD DETAILS

IH 94

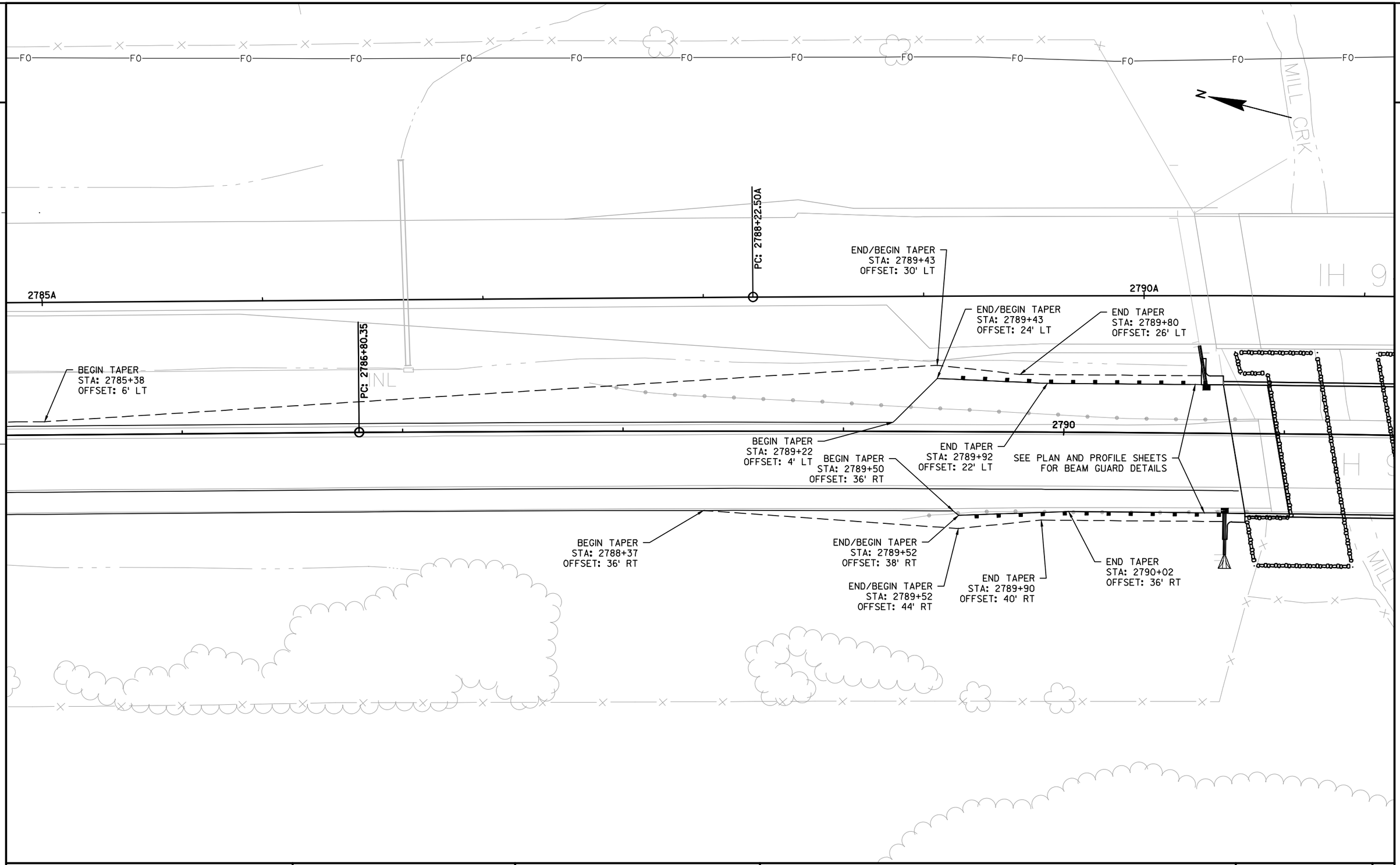
END TAPER
STA; 2755+21
OFFSET: 6' LT

END TAPER
STA; 2751+97
OFFSET: 36' RT

BEGIN TAPER
STA: 2751+81
OFFSET: 40' RT

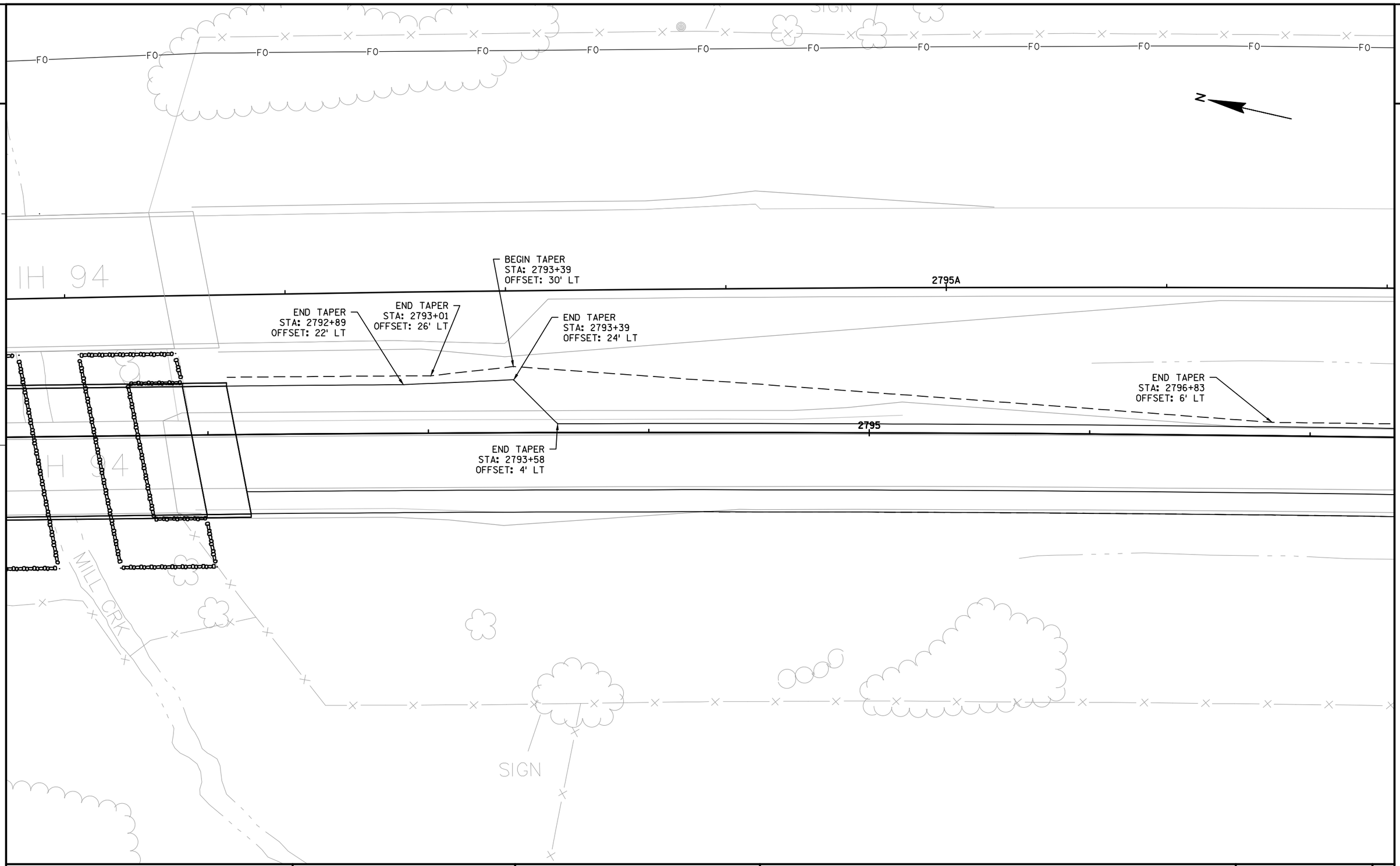
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAIL: BULLNOSE-BEAMGUARD LAYOUT	SHEET 33	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\021012_CD.DWG PLOT DATE : 9/17/2015 11:47 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:40 FT



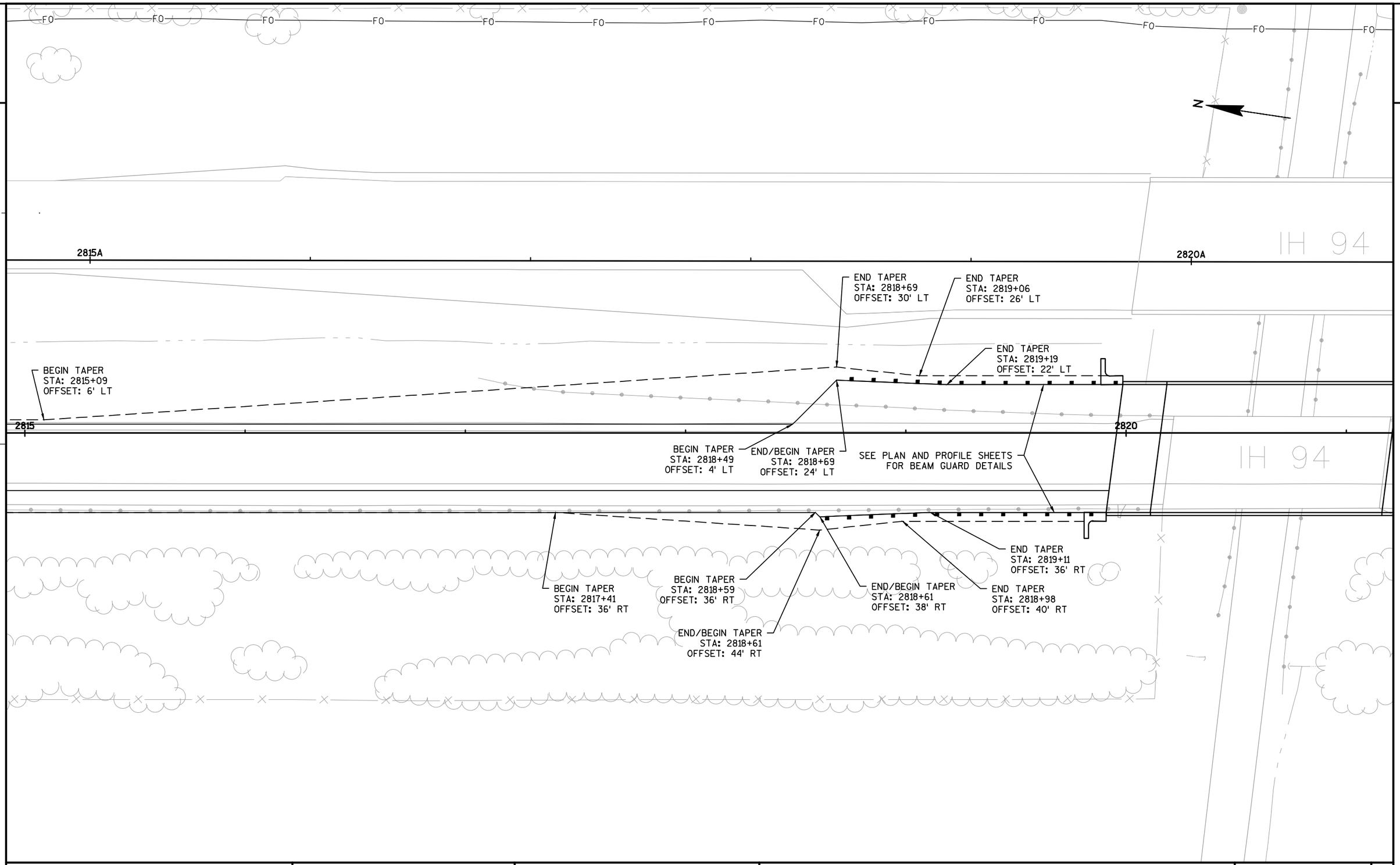
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAIL: BULLNOSE-BEAMGUARD LAYOUT	SHEET 34	E

2



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAIL: BULLNOSE-BEAMGUARD LAYOUT	SHEET 35	E

2



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAIL: BULLNOSE-BEAMGUARD LAYOUT	SHEET 36	E

2

2

FO FO FO FO FO

N

IH 94

IH 94

END/BEGIN TAPER
STA: 2822+74
OFFSET: 30' LT

2825A

END TAPER
STA: 2826+34
OFFSET: 6' LT

2825

94

IH 94

BEGIN TAPER
STA: 2822+25
OFFSET: 26' LT

BEGIN TAPER
STA: 2822+25
OFFSET: 22' LT

BEGIN TAPER
STA: 2822+74
OFFSET: 24' LT

BEGIN TAPER
STA: 2822+94
OFFSET: 4' LT

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	CONSTRUCTION DETAIL:BULLNOSE-BEAMGUARD LAYOUT	SHEET 37	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\021012_CD.DWG PLOT DATE : 6/26/2015 7:26 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTE: POST LOCATIONS ARE SHOWN TO FACE OF BULLNOSE

POST 12 LOCATION:
STA 527+87.74B,26' LT

POST 5 LOCATION:
STA 527+50.30B,24' LT

POST 12 LOCATION:
STA 529+75.64B,32' LT

INLETS MEDIAN 2 GRATE
SEE PLAN FOR DETAILS

END TAPER
STA: 531+16B
OFFSET: 83' LT

END/BEGIN TAPER
STA: 531+04B
OFFSET: 84' LT

BEGIN TAPER
STA: 530+66B
OFFSET: 82' LT

BEGIN TAPER
STA: 530+52B
OFFSET: 75' LT

END/BEGIN TAPER
STA: 531+06B
OFFSET: 78' LT

END TAPER
STA: 531+16B
OFFSET: 79' RT

POST 5 LOCATION:
STA 530+13.13B,33' LT

530C

FP: 2941+08.40

PT: 2940+79.44

530B

POST 5 LOCATION:
STA 530+13.61B,19' LT

POST 12 LOCATION:
STA 529+76.18B,14' LT

BEGIN TAPER
STA: 526+42B
OFFSET: 34' RT

END TAPER
STA: 526+83B
OFFSET: 38' RT

END TAPER
STA: 526+95B
OFFSET: 34' RT

END/BEGIN TAPER
STA: 526+45B
OFFSET: 37' RT

END/BEGIN TAPER
STA: 526+45B
OFFSET: 43' RT

POST 5 LOCATION:
STA 527+50.71B,10' LT

POST 12 LOCATION:
STA 527+88.21B,10' LT

HINGE POINT:
STA 529+57.42B,12' LT
8.7:1 TAPER (6.4 DEG)

BEGIN TAPER
STA: 530+02B
OFFSET: 38' RT

END TAPER
STA: 530+18B
OFFSET: 34' RT

MEDIAN GRADING TO BE
COMPLETED USING
1 1/4-INCH BASE AGGREGATE DENSE

PC: 2938+45.95

2940A

2940

USH 12

IH 94

SERVICE ROAD

SIGN

FO

G

5.6' (2.5' MIN)

7' (2.5' MIN)

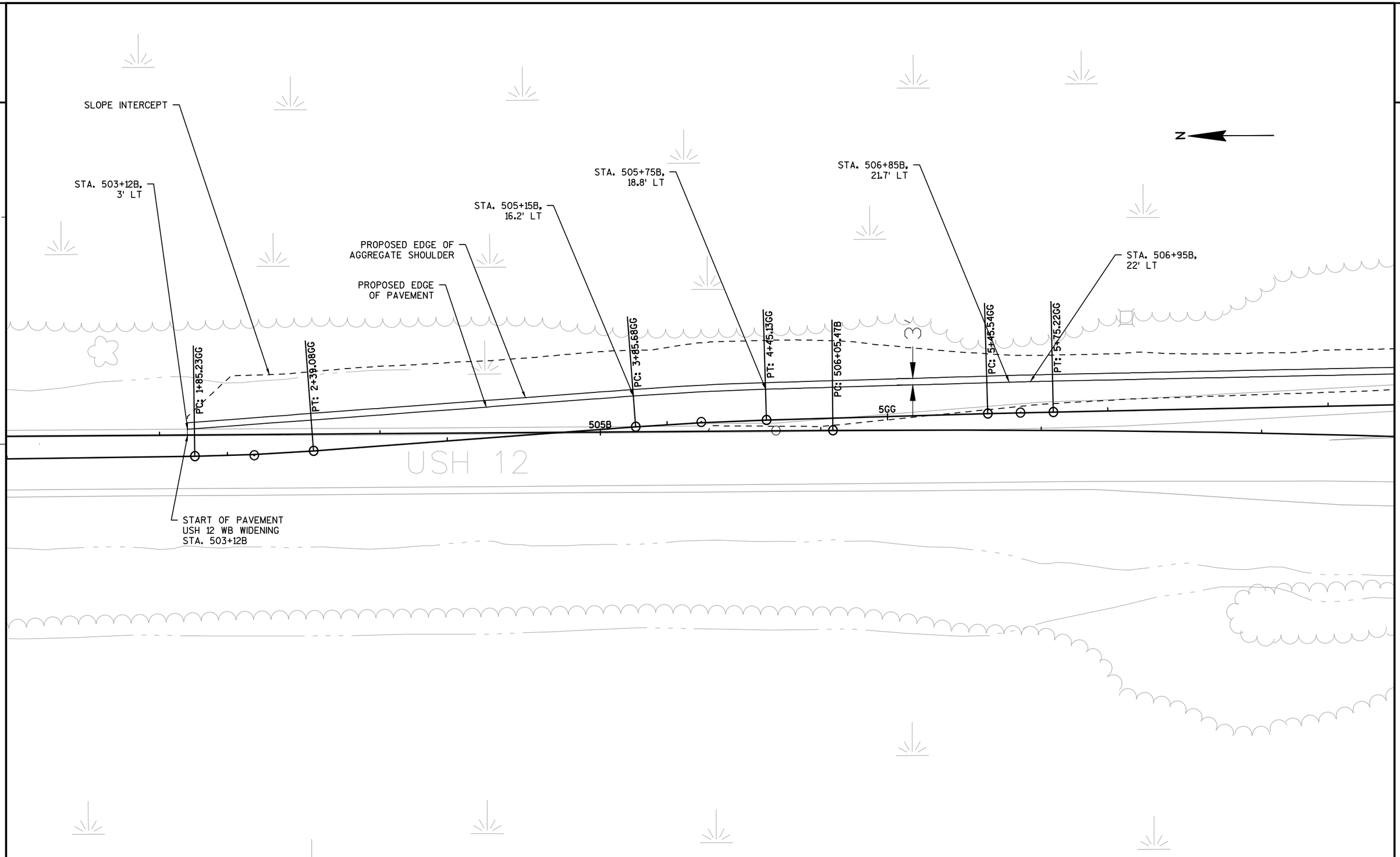
51' (50' MIN)

53' (50' MIN)

N

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAIL: BULLNOSE-BEAMGUARD LAYOUT	SHEET 38	E

2



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CONSTRUCTION DETAIL- USH 12 WB WIDENING	SHEET 39	E

STA. 510+50B, 50' LT
CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH, 14 LF
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH
(3) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (36-INCH) ENDWALL ONLY

STA. 510+56B, 50' LT
CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH, 14 LF
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH
(3) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (36-INCH) ENDWALL ONLY

N

SLOPE INTERCEPT

PROPOSED EDGE OF
AGGREGATE SHOULDER

PROPOSED EDGE OF PAVEMENT

STA. 509+83.5B,
35.6' LT

STA. 510+46.32B,
38.5' LT

STA. 510+74B,
39.3' LT

STA. 512+40B,
47.5' LT

END OF PAVEMENT
USH 12 WB WIDENING
STA. 512+40B, 45.5' LT

FOOTBRIDGE

BP: 509+00.83C

PC: 8+55.17GG

PC: 509+89.25C

PT: 9+17.65GG

AT: 510+95.47C

PT: 511+41.56B

PC: 10+86.56GG

3'

2'

1

10GG

2

N

END OF PAVEMENT
USH 12 SOUTH CROSSOVER
STA. 538+00B, 38' LT

START OF PAVEMENT
USH 12 SOUTH CROSSOVER
STA. 534+41B, 34' LT

SIGN
SIGN
MH
MH
USH 12
USH 12

EP: 1+00.00II
PC: 1+33.50HH
BP: 1+00.00II
PC: 1+07.89II
535C
535B
PI: 535+36.23B
PI: 3+15.12II
PC: 3+40.16II
PC-PT: 3+45.96HH
PC: 3+72.00HH
5II
5HH
PT: 5+55.90II
PT: 5+81.42HH
EP: 538+81.00C
EP: 538+82.62B
EP: 6+20.32HH
EP: 6+41.83II

SAW CUT REQUIRED

MH
MH MH
MH
SIGN
SIGN
SIGN
SIGN

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	CONSTRUCTION DETAIL- USH 12 SOUTH CROSSOVER	SHEET 41	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\021016_CD.DWG PLOT DATE : 6/26/2015 8:35 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:40 FT

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2614+00	1106.52	0.020	12	1106.76	-0.020	26	1106.48
2614+25	1106.00	0.020	12	1106.24	-0.020	26	1105.96
2614+50	1105.47	0.020	12	1105.71	-0.020	26	1105.43
2614+75	1104.94	0.020	12	1105.18	-0.020	26	1104.90
2615+00	1104.42	0.020	12	1104.66	-0.020	26	1104.38
2615+25	1103.89	0.020	12	1104.13	-0.020	26	1103.85
2615+50	1103.36	0.020	12	1103.60	-0.020	26	1103.32
2615+75	1102.84	0.020	12	1103.08	-0.020	26	1102.80
2616+00	1102.32	0.020	12	1102.56	-0.020	26	1102.28
2616+25	1101.83	0.020	12	1102.07	-0.020	26	1101.79
2616+50	1101.33	0.020	12	1101.57	-0.020	26	1101.29
2616+75	1100.86	0.020	12	1101.10	-0.020	26	1100.82
2617+00	1100.40	0.020	12	1100.64	-0.020	26	1100.36
2617+25	1099.96	0.020	12	1100.20	-0.020	26	1099.92
2617+50	1099.52	0.020	12	1099.76	-0.020	26	1099.48
2617+75	1099.10	0.020	12	1099.34	-0.020	26	1099.06
2618+00	1098.69	0.020	12	1098.93	-0.020	26	1098.65
2618+25	1098.30	0.020	12	1098.54	-0.020	26	1098.26
2618+50	1097.92	0.020	12	1098.16	-0.020	26	1097.88
2618+75	1097.56	0.020	12	1097.80	-0.020	26	1097.52
2619+00	1097.20	0.020	12	1097.44	-0.020	26	1097.16
2619+25	1096.87	0.020	12	1097.11	-0.020	26	1096.83
2619+50	1096.54	0.020	12	1096.78	-0.020	26	1096.50
2619+75	1096.23	0.020	12	1096.47	-0.020	26	1096.19
2620+00	1095.93	0.020	12	1096.17	-0.020	26	1095.89
2620+25	1095.65	0.020	12	1095.89	-0.020	26	1095.61
2620+50	1095.37	0.020	12	1095.61	-0.020	26	1095.33
2620+75	1095.13	0.020	12	1095.37	-0.020	26	1095.09
2621+00	1094.88	0.020	12	1095.12	-0.020	26	1094.84
2621+25	1094.65	0.020	12	1094.89	-0.020	26	1094.61
2621+50	1094.43	0.020	12	1094.67	-0.020	26	1094.39
2621+75	1094.24	0.020	12	1094.48	-0.020	26	1094.20
2622+00	1094.04	0.020	12	1094.28	-0.020	26	1094.00
2622+25	1093.87	0.020	12	1094.11	-0.020	26	1093.83
2622+50	1093.70	0.020	12	1093.94	-0.020	26	1093.66
2622+75	1093.56	0.020	12	1093.80	-0.020	26	1093.52
2623+00	1093.42	0.020	12	1093.66	-0.020	26	1093.38
2623+25	1093.29	0.020	12	1093.53	-0.020	26	1093.25
2623+50	1093.17	0.020	12	1093.41	-0.020	26	1093.13

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2623+75	1093.04	0.020	12	1093.28	-0.020	26	1093.00
2624+00	1092.91	0.020	12	1093.15	-0.020	26	1092.87
2624+25	1092.79	0.020	12	1093.03	-0.020	26	1092.75
2624+50	1092.66	0.020	12	1092.90	-0.020	26	1092.62
2624+75	1092.53	0.020	12	1092.77	-0.020	26	1092.49
2625+00	1092.40	0.020	12	1092.64	-0.020	26	1092.36
2625+25	1092.28	0.020	12	1092.52	-0.020	26	1092.24
2625+50	1092.15	0.020	12	1092.39	-0.020	26	1092.11
2625+75	1092.02	0.020	12	1092.26	-0.020	26	1091.98
2626+00	1091.89	0.020	12	1092.13	-0.020	26	1091.85
2626+25	1091.77	0.020	12	1092.01	-0.020	26	1091.73
2626+50	1091.64	0.020	12	1091.88	-0.020	26	1091.60
2626+75	1091.51	0.020	12	1091.75	-0.020	26	1091.47
2627+00	1091.39	0.020	12	1091.63	-0.020	26	1091.35
2627+25	1091.26	0.020	12	1091.50	-0.020	26	1091.22
2627+50	1091.13	0.020	12	1091.37	-0.020	26	1091.09
2627+75	1091.00	0.020	12	1091.24	-0.020	26	1090.96
2628+00	1090.88	0.020	12	1091.12	-0.020	26	1090.84
2628+25	1090.75	0.020	12	1090.99	-0.020	26	1090.71
2628+50	1090.62	0.020	12	1090.86	-0.020	26	1090.58
2628+75	1090.49	0.020	12	1090.73	-0.020	26	1090.45
2629+00	1090.37	0.020	12	1090.61	-0.020	26	1090.33
2629+25	1090.24	0.020	12	1090.48	-0.020	26	1090.20
2629+50	1090.11	0.020	12	1090.35	-0.020	26	1090.07
2629+75	1089.98	0.020	12	1090.22	-0.020	26	1089.94
2630+00	1089.86	0.020	12	1090.10	-0.020	26	1089.82
2630+25	1089.73	0.020	12	1089.97	-0.020	26	1089.69
2630+50	1089.60	0.020	12	1089.84	-0.020	26	1089.56
2630+75	1089.48	0.020	12	1089.72	-0.020	26	1089.44
2631+00	1089.35	0.020	12	1089.59	-0.020	26	1089.31
2631+25	1089.22	0.020	12	1089.46	-0.020	26	1089.18
2631+50	1089.09	0.020	12	1089.33	-0.020	26	1089.05
2631+75	1088.97	0.020	12	1089.21	-0.020	26	1088.93
2632+00	1088.84	0.020	12	1089.08	-0.020	26	1088.80
2632+25	1088.71	0.020	12	1088.95	-0.020	26	1088.67
2632+50	1088.58	0.020	12	1088.82	-0.020	26	1088.54
2632+75	1088.46	0.020	12	1088.70	-0.020	26	1088.42
2633+00	1088.33	0.020	12	1088.57	-0.020	26	1088.29
2633+25	1088.20	0.020	12	1088.44	-0.020	26	1088.16

2

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2633+50	1088.07	0.020	12	1088.31	-0.020	26	1088.03
2633+75	1087.95	0.020	12	1088.19	-0.020	26	1087.91
2634+00	1087.82	0.020	12	1088.06	-0.020	26	1087.78
2634+25	1087.69	0.020	12	1087.93	-0.020	26	1087.65
2634+50	1087.57	0.020	12	1087.81	-0.020	26	1087.53
2634+75	1087.44	0.020	12	1087.68	-0.020	26	1087.40
2635+00	1087.31	0.020	12	1087.55	-0.020	26	1087.27
2635+25	1087.18	0.020	12	1087.42	-0.020	26	1087.14
2635+50	1087.06	0.020	12	1087.30	-0.020	26	1087.02
2635+75	1086.93	0.020	12	1087.17	-0.020	26	1086.89
2636+00	1086.80	0.020	12	1087.04	-0.020	26	1086.76
2636+25	1086.67	0.020	12	1086.91	-0.020	26	1086.63
2636+50	1086.55	0.020	12	1086.79	-0.020	26	1086.51
2636+75	1086.42	0.020	12	1086.66	-0.020	26	1086.38
2637+00	1086.29	0.020	12	1086.53	-0.020	26	1086.25
2637+25	1086.16	0.020	12	1086.40	-0.020	26	1086.12
2637+50	1086.04	0.020	12	1086.28	-0.020	26	1086.00
2637+75	1085.91	0.020	12	1086.15	-0.020	26	1085.87
2638+00	1085.78	0.020	12	1086.02	-0.020	26	1085.74
2638+25	1085.66	0.020	12	1085.90	-0.020	26	1085.62
2638+50	1085.53	0.020	12	1085.77	-0.020	26	1085.49
2638+75	1085.40	0.020	12	1085.64	-0.020	26	1085.36
2639+00	1085.27	0.020	12	1085.51	-0.020	26	1085.23
2639+25	1085.15	0.020	12	1085.39	-0.020	26	1085.11
2639+50	1085.02	0.020	12	1085.26	-0.020	26	1084.98
2639+75	1084.89	0.020	12	1085.13	-0.020	26	1084.85
2640+00	1084.76	0.020	12	1085.00	-0.020	26	1084.72
2640+25	1084.64	0.020	12	1084.88	-0.020	26	1084.60
2640+50	1084.51	0.020	12	1084.75	-0.020	26	1084.47
2640+75	1084.38	0.020	12	1084.62	-0.020	26	1084.34
2641+00	1084.25	0.020	12	1084.49	-0.020	26	1084.21
2641+25	1084.13	0.020	12	1084.37	-0.020	26	1084.09
2641+50	1084.00	0.020	12	1084.24	-0.020	26	1083.96
2641+75	1083.87	0.020	12	1084.11	-0.020	26	1083.83
2642+00	1083.75	0.020	12	1083.99	-0.020	26	1083.71
2642+25	1083.62	0.020	12	1083.86	-0.020	26	1083.58
2642+50	1083.49	0.020	12	1083.73	-0.020	26	1083.45
2642+75	1083.36	0.020	12	1083.60	-0.020	26	1083.32
2643+00	1083.24	0.020	12	1083.48	-0.020	26	1083.20

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2643+25	1083.11	0.020	12	1083.35	-0.020	26	1083.07
2643+50	1082.98	0.020	12	1083.22	-0.020	26	1082.94
2643+75	1082.85	0.020	12	1083.09	-0.020	26	1082.81
2644+00	1082.73	0.020	12	1082.97	-0.020	26	1082.69
2644+25	1082.60	0.020	12	1082.84	-0.020	26	1082.56
2644+50	1082.47	0.020	12	1082.71	-0.020	26	1082.43
2644+75	1082.35	0.020	12	1082.59	-0.020	26	1082.31
2645+00	1082.22	0.020	12	1082.46	-0.020	26	1082.18
2645+25	1082.09	0.020	12	1082.33	-0.020	26	1082.05
2645+50	1081.96	0.020	12	1082.20	-0.020	26	1081.92
2645+75	1081.84	0.020	12	1082.08	-0.020	26	1081.80
2646+00	1081.71	0.020	12	1081.95	-0.020	26	1081.67
2646+25	1081.58	0.020	12	1081.82	-0.020	26	1081.54
2646+50	1081.45	0.020	12	1081.69	-0.020	26	1081.41
2646+75	1081.33	0.020	12	1081.57	-0.020	26	1081.29
2647+00	1081.20	0.020	12	1081.44	-0.020	26	1081.16
2647+25	1081.07	0.020	12	1081.31	-0.020	26	1081.03
2647+50	1080.94	0.020	12	1081.18	-0.020	26	1080.90
2647+75	1080.82	0.020	12	1081.06	-0.020	26	1080.78
2648+00	1080.69	0.020	12	1080.93	-0.020	26	1080.65
2648+25	1080.56	0.020	12	1080.80	-0.020	26	1080.52
2648+50	1080.44	0.020	12	1080.68	-0.020	26	1080.40
2648+75	1080.31	0.020	12	1080.55	-0.020	26	1080.27
2649+00	1080.18	0.020	12	1080.42	-0.020	26	1080.14
2649+25	1080.05	0.020	12	1080.29	-0.020	26	1080.01
2649+50	1079.93	0.020	12	1080.17	-0.020	26	1079.89
2649+75	1079.80	0.020	12	1080.04	-0.020	26	1079.76
2650+00	1079.67	0.020	12	1079.91	-0.020	26	1079.63
2650+25	1079.54	0.020	12	1079.78	-0.020	26	1079.50
2650+50	1079.42	0.020	12	1079.66	-0.020	26	1079.38
2650+75	1079.29	0.020	12	1079.53	-0.020	26	1079.25
2651+00	1079.16	0.020	12	1079.40	-0.020	26	1079.12
2651+25	1079.03	0.020	12	1079.27	-0.020	26	1078.99
2651+50	1078.91	0.020	12	1079.15	-0.020	26	1078.87
2651+75	1078.77	0.020	12	1079.01	-0.020	26	1078.73
2652+00	1078.64	0.020	12	1078.88	-0.020	26	1078.60
2652+25	1078.50	0.020	12	1078.74	-0.020	26	1078.46
2652+50	1078.36	0.020	12	1078.60	-0.020	26	1078.32
2652+75	1078.21	0.020	12	1078.45	-0.020	26	1078.17

2

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2653+00	1078.07	0.020	12	1078.31	-0.020	26	1078.03
2653+25	1077.91	0.020	12	1078.15	-0.020	26	1077.87
2653+50	1077.76	0.020	12	1078.00	-0.020	26	1077.72
2653+75	1077.60	0.020	12	1077.84	-0.020	26	1077.56
2654+00	1077.44	0.020	12	1077.68	-0.020	26	1077.40
2654+25	1077.28	0.020	12	1077.52	-0.020	26	1077.24
2654+50	1077.11	0.020	12	1077.35	-0.020	26	1077.07
2654+75	1076.94	0.020	12	1077.18	-0.020	26	1076.90
2655+00	1076.77	0.020	12	1077.01	-0.020	26	1076.73
2655+25	1076.60	0.020	12	1076.84	-0.020	26	1076.56
2655+50	1076.42	0.020	12	1076.66	-0.020	26	1076.38
2655+75	1076.23	0.020	12	1076.47	-0.020	26	1076.19
2656+00	1076.05	0.020	12	1076.29	-0.020	26	1076.01
2656+25	1075.86	0.020	12	1076.10	-0.020	26	1075.82
2656+50	1075.67	0.020	12	1075.91	-0.020	26	1075.63
2656+75	1075.47	0.020	12	1075.71	-0.019	26	1075.44
2657+00	1075.28	0.020	12	1075.52	-0.020	26	1075.24
2657+25	1075.08	0.020	12	1075.32	-0.016	26	1075.09
2657+50	1074.87	0.020	12	1075.11	-0.009	26	1074.98
2657+75	1074.67	0.020	12	1074.91	-0.001	26	1074.89
2658+00	1074.46	0.020	12	1074.70	0.006	26	1074.79
2658+25	1074.24	0.021	12	1074.49	0.016	26	1074.71
2658+50	1074.03	0.024	12	1074.32	0.024	26	1074.65
2658+75	1073.81	0.031	12	1074.18	0.031	26	1074.61
2659+00	1073.59	0.038	12	1074.04	0.037	26	1074.56
2659+25	1073.36	0.038	12	1073.82	0.039	26	1074.36
2659+50	1073.13	0.039	12	1073.60	0.039	26	1074.15
2659+75	1072.90	0.039	12	1073.37	0.039	26	1073.91
2660+00	1072.67	0.038	12	1073.13	0.039	26	1073.68
2660+25	1072.43	0.038	12	1072.89	0.039	26	1073.44
2660+50	1072.19	0.039	12	1072.66	0.039	26	1073.20
2660+75	1071.94	0.039	12	1072.41	0.039	26	1072.96
2661+00	1071.69	0.039	12	1072.16	0.039	26	1072.71
2661+25	1071.44	0.039	12	1071.91	0.039	26	1072.46
2661+50	1071.19	0.039	12	1071.66	0.039	26	1072.20
2661+75	1070.93	0.039	12	1071.40	0.039	26	1071.95
2662+00	1070.67	0.039	12	1071.14	0.039	26	1071.69
2662+25	1070.42	0.039	12	1070.89	0.039	26	1071.43
2662+50	1070.16	0.038	12	1070.62	0.039	26	1071.17

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2662+75	1069.90	0.039	12	1070.37	0.039	26	1070.91
2663+00	1069.64	0.039	12	1070.11	0.039	26	1070.65
2663+25	1069.39	0.039	12	1069.86	0.039	26	1070.40
2663+50	1069.13	0.039	12	1069.60	0.039	26	1070.15
2663+75	1068.89	0.039	12	1069.36	0.039	26	1069.91
2664+00	1068.65	0.038	12	1069.11	0.039	26	1069.66
2664+25	1068.42	0.038	12	1068.88	0.039	26	1069.43
2664+50	1068.18	0.039	12	1068.65	0.039	26	1069.19
2664+75	1067.96	0.038	12	1068.42	0.039	26	1068.97
2665+00	1067.73	0.039	12	1068.20	0.039	26	1068.74
2665+25	1067.51	0.039	12	1067.98	0.039	26	1068.53
2665+50	1067.29	0.039	12	1067.76	0.039	26	1068.31
2665+75	1067.09	0.039	12	1067.56	0.039	26	1068.10
2666+00	1066.88	0.039	12	1067.35	0.039	26	1067.89
2666+25	1066.68	0.039	12	1067.15	0.039	26	1067.70
2666+50	1066.48	0.039	12	1066.95	0.039	26	1067.50
2666+75	1066.30	0.038	12	1066.76	0.039	26	1067.31
2667+00	1066.10	0.039	12	1066.57	0.039	26	1067.12
2667+25	1065.93	0.038	12	1066.39	0.039	26	1066.94
2667+50	1065.74	0.039	12	1066.21	0.039	26	1066.76
2667+75	1065.57	0.039	12	1066.04	0.039	26	1066.59
2668+00	1065.40	0.039	12	1065.87	0.039	26	1066.41
2668+25	1065.24	0.039	12	1065.71	0.039	26	1066.25
2668+50	1065.07	0.039	12	1065.54	0.039	26	1066.09
2668+75	1064.92	0.038	12	1065.38	0.039	26	1065.93
2669+00	1064.77	0.038	12	1065.23	0.039	26	1065.78
2669+25	1064.62	0.039	12	1065.09	0.039	26	1065.64
2669+50	1064.48	0.038	12	1064.94	0.039	26	1065.49
2669+75	1064.34	0.039	12	1064.81	0.039	26	1065.36
2670+00	1064.20	0.039	12	1064.67	0.039	26	1065.22
2670+25	1064.08	0.038	12	1064.54	0.039	26	1065.09
2670+50	1063.95	0.039	12	1064.42	0.039	26	1064.96
2670+75	1063.83	0.038	12	1064.29	0.039	26	1064.84
2671+00	1063.70	0.039	12	1064.17	0.039	26	1064.71
2671+25	1063.57	0.039	12	1064.04	0.039	26	1064.59
2671+50	1063.45	0.039	12	1063.92	0.039	26	1064.46
2671+75	1063.32	0.039	12	1063.79	0.039	26	1064.34
2672+00	1063.20	0.039	12	1063.67	0.039	26	1064.21
2672+25	1063.08	0.039	12	1063.55	0.039	26	1064.09

2

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2672+50	1062.95	0.039	12	1063.42	0.039	26	1063.96
2672+75	1062.83	0.039	12	1063.30	0.039	26	1063.84
2673+00	1062.70	0.039	12	1063.17	0.039	26	1063.71
2673+25	1062.58	0.039	12	1063.05	0.039	26	1063.59
2673+50	1062.45	0.039	12	1062.92	0.039	26	1063.46
2673+75	1062.33	0.039	12	1062.80	0.039	26	1063.34
2674+00	1062.20	0.039	12	1062.67	0.039	26	1063.22
2674+25	1062.08	0.039	12	1062.55	0.039	26	1063.09
2674+50	1061.95	0.039	12	1062.42	0.039	26	1062.97
2674+75	1061.83	0.039	12	1062.30	0.039	26	1062.84
2675+00	1061.70	0.039	12	1062.17	0.039	26	1062.72
2675+25	1061.58	0.039	12	1062.05	0.039	26	1062.59
2675+50	1061.45	0.039	12	1061.92	0.039	26	1062.47
2675+75	1061.33	0.039	12	1061.80	0.039	26	1062.34
2676+00	1061.20	0.039	12	1061.67	0.039	26	1062.22
2676+25	1061.08	0.039	12	1061.55	0.039	26	1062.09
2676+50	1060.95	0.039	12	1061.42	0.039	26	1061.97
2676+75	1060.83	0.039	12	1061.30	0.039	26	1061.84
2677+00	1060.70	0.039	12	1061.17	0.039	26	1061.72
2677+25	1060.58	0.039	12	1061.05	0.039	26	1061.60
2677+50	1060.45	0.039	12	1060.92	0.039	26	1061.47
2677+75	1060.33	0.038	12	1060.79	0.038	26	1061.32
2678+00	1060.21	0.037	12	1060.65	0.036	26	1061.16
2678+25	1060.08	0.030	12	1060.44	0.030	26	1060.86
2678+50	1059.96	0.022	12	1060.23	0.022	26	1060.54
2678+75	1059.83	0.022	12	1060.09	0.014	26	1060.28
2679+00	1059.71	0.020	12	1059.95	0.005	26	1060.02
2679+25	1059.58	0.020	12	1059.82	-0.003	26	1059.78
2679+50	1059.46	0.020	12	1059.70	-0.011	26	1059.54
2679+75	1059.33	0.020	12	1059.57	-0.018	26	1059.32
2680+00	1059.21	0.020	12	1059.45	-0.020	26	1059.17
2680+25	1059.08	0.020	12	1059.32	-0.020	26	1059.04
2680+50	1058.96	0.020	12	1059.20	-0.020	26	1058.92
2680+75	1058.83	0.020	12	1059.07	-0.020	26	1058.79
2681+00	1058.71	0.020	12	1058.95	-0.020	26	1058.67
2681+25	1058.58	0.020	12	1058.82	-0.020	26	1058.54
2681+50	1058.45	0.020	12	1058.69	-0.020	26	1058.41
2681+75	1058.30	0.020	12	1058.54	-0.020	26	1058.26
2682+00	1058.15	0.020	12	1058.39	-0.020	26	1058.11

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2682+25	1057.96	0.020	12	1058.20	-0.020	26	1057.92
2682+50	1057.78	0.020	12	1058.02	-0.020	26	1057.74
2682+75	1057.57	0.020	12	1057.81	-0.020	26	1057.53
2683+00	1057.36	0.020	12	1057.60	-0.020	26	1057.32
2683+25	1057.12	0.020	12	1057.36	-0.020	26	1057.08
2683+50	1056.88	0.020	12	1057.12	-0.020	26	1056.84
2683+75	1056.61	0.020	12	1056.85	-0.020	26	1056.57
2684+00	1056.34	0.020	12	1056.58	-0.020	26	1056.30
2684+25	1056.04	0.020	12	1056.28	-0.020	26	1056.00
2684+50	1055.74	0.020	12	1055.98	-0.020	26	1055.70
2684+75	1055.41	0.020	12	1055.65	-0.020	26	1055.37
2685+00	1055.08	0.020	12	1055.32	-0.020	26	1055.04
2685+25	1054.73	0.020	12	1054.97	-0.020	26	1054.69
2685+50	1054.37	0.020	12	1054.61	-0.020	26	1054.33
2685+75	1053.98	0.020	12	1054.22	-0.020	26	1053.94
2686+00	1053.59	0.020	12	1053.83	-0.020	26	1053.55
2686+25	1053.18	0.020	12	1053.42	-0.020	26	1053.14
2686+50	1052.76	0.020	12	1053.00	-0.020	26	1052.72
2686+75	1052.31	0.020	12	1052.55	-0.020	26	1052.27
2687+00	1051.87	0.020	12	1052.11	-0.020	26	1051.83
2687+25	1051.39	0.020	12	1051.63	-0.020	26	1051.35
2687+50	1050.92	0.020	12	1051.16	-0.020	26	1050.88
2687+75	1050.41	0.020	12	1050.65	-0.020	26	1050.37
2688+00	1049.91	0.020	12	1050.15	-0.020	26	1049.87
2688+25	1049.38	0.020	12	1049.62	-0.020	26	1049.34
2688+50	1048.84	0.020	12	1049.08	-0.020	26	1048.80
2688+75	1048.29	0.020	12	1048.53	-0.020	26	1048.25
2689+00	1047.72	0.020	12	1047.96	-0.020	26	1047.68
2689+25	1047.15	0.020	12	1047.39	-0.020	26	1047.11
2689+50	1046.59	0.014	12	1046.76	-0.020	26	1046.48
2689+75	1046.02	0.008	12	1046.12	-0.020	26	1045.84
2690+00	1045.45	0.003	12	1045.49	-0.020	26	1045.21
2690+25	1044.88	-0.003	12	1044.85	-0.020	26	1044.57
2690+50	1044.31	-0.007	12	1044.22	-0.020	26	1043.94
2690+75	1043.75	-0.014	12	1043.58	-0.020	26	1043.30
2691+00	1043.18	-0.019	12	1042.95	-0.020	26	1042.67
2691+25	1042.61	-0.020	12	1042.37	-0.020	26	1042.09
2691+50	1042.04	-0.020	12	1041.80	-0.020	26	1041.52
2691+75	1041.47	-0.020	12	1041.23	-0.020	26	1040.95

2

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2692+00	1040.91	-0.020	12	1040.67	-0.020	26	1040.39
2692+25	1040.34	-0.020	12	1040.10	-0.020	26	1039.82
2692+50	1039.77	-0.020	12	1039.53	-0.020	26	1039.25
2692+75	1039.20	-0.020	12	1038.96	-0.020	26	1038.68
2693+00	1038.64	-0.020	12	1038.40	-0.020	26	1038.12
2693+25	1038.10	-0.020	12	1037.86	-0.020	26	1037.58
2693+50	1037.55	-0.020	12	1037.31	-0.020	26	1037.03
2693+75	1037.04	-0.020	12	1036.80	-0.020	26	1036.52
2694+00	1036.53	-0.020	12	1036.29	-0.020	26	1036.01
2694+25	1036.05	-0.020	12	1035.81	-0.020	26	1035.53
2694+50	1035.57	-0.020	12	1035.33	-0.020	26	1035.05
2694+75	1035.12	-0.020	12	1034.88	-0.020	26	1034.60
2695+00	1034.67	-0.020	12	1034.43	-0.020	26	1034.15
2695+25	1034.25	-0.020	12	1034.01	-0.020	26	1033.73
2695+50	1033.84	-0.020	12	1033.60	-0.020	26	1033.32
2695+75	1033.45	-0.020	12	1033.21	-0.020	26	1032.93
2696+00	1033.06	-0.020	12	1032.82	-0.020	26	1032.54
2696+25	1032.70	-0.020	12	1032.46	-0.020	26	1032.18
2696+50	1032.35	-0.020	12	1032.11	-0.020	26	1031.83
2696+75	1032.01	-0.020	12	1031.77	-0.020	26	1031.49
2697+00	1031.70	-0.020	12	1031.46	-0.020	26	1031.18
2697+25	1031.40	-0.020	12	1031.16	-0.020	26	1030.88
2697+50	1031.10	-0.020	12	1030.86	-0.020	26	1030.58
2697+75	1030.84	-0.020	12	1030.60	-0.020	26	1030.32
2698+00	1030.58	-0.020	12	1030.34	-0.020	26	1030.06
2698+25	1030.34	-0.020	12	1030.10	-0.020	26	1029.82
2698+50	1030.11	-0.020	12	1029.87	-0.020	26	1029.59
2698+75	1029.90	-0.020	12	1029.66	-0.020	26	1029.38
2699+00	1029.70	-0.020	12	1029.46	-0.020	26	1029.18
2699+25	1029.52	-0.020	12	1029.28	-0.020	26	1029.00
2699+50	1029.36	-0.020	12	1029.12	-0.020	26	1028.84
2699+75	1029.21	-0.020	12	1028.97	-0.020	26	1028.69
2700+00	1029.07	-0.020	12	1028.83	-0.020	26	1028.55
2700+25	1028.96	-0.020	12	1028.72	-0.020	26	1028.44
2700+50	1028.85	-0.020	12	1028.61	-0.020	26	1028.33
2700+75	1028.77	-0.020	12	1028.53	-0.020	26	1028.25
2701+00	1028.69	-0.020	12	1028.45	-0.020	26	1028.17
2701+25	1028.62	-0.020	12	1028.38	-0.020	26	1028.10
2701+50	1028.55	-0.020	12	1028.31	-0.020	26	1028.03

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2701+75	1028.48	-0.020	12	1028.24	-0.020	26	1027.96
2702+00	1028.41	-0.020	12	1028.17	-0.020	26	1027.89
2702+25	1028.34	-0.020	12	1028.10	-0.020	26	1027.82
2702+50	1028.28	-0.020	12	1028.04	-0.020	26	1027.76
2702+75	1028.21	-0.020	12	1027.97	-0.020	26	1027.69
2703+00	1028.14	-0.020	12	1027.90	-0.020	26	1027.62
2703+25	1028.07	-0.020	12	1027.83	-0.020	26	1027.55
2703+50	1028.00	-0.020	12	1027.76	-0.020	26	1027.48
2703+75	1027.93	-0.020	12	1027.69	-0.020	26	1027.41
2704+00	1027.86	-0.020	12	1027.62	-0.020	26	1027.34
2704+25	1027.79	-0.020	12	1027.55	-0.020	26	1027.27
2704+50	1027.72	-0.020	12	1027.48	-0.020	26	1027.20
2704+75	1027.66	-0.020	12	1027.42	-0.020	26	1027.14
2705+00	1027.59	-0.020	12	1027.35	-0.020	26	1027.07
2705+25	1027.52	-0.020	12	1027.28	-0.020	26	1027.00
2705+50	1027.45	-0.020	12	1027.21	-0.020	26	1026.93
2705+75	1027.38	-0.020	12	1027.14	-0.020	26	1026.86
2706+00	1027.31	-0.020	12	1027.07	-0.020	26	1026.79
2706+25	1027.24	-0.020	12	1027.00	-0.020	26	1026.72
2706+50	1027.17	-0.020	12	1026.93	-0.020	26	1026.65
2706+75	1027.10	-0.020	12	1026.86	-0.020	26	1026.58
2707+00	1027.03	-0.020	12	1026.79	-0.020	26	1026.51
2707+25	1026.96	-0.020	12	1026.72	-0.020	26	1026.44
2707+50	1026.88	-0.020	12	1026.64	-0.020	26	1026.36
2707+75	1026.80	-0.020	12	1026.56	-0.020	26	1026.28
2708+00	1026.72	-0.020	12	1026.48	-0.020	26	1026.20
2708+25	1026.63	-0.020	12	1026.39	-0.020	26	1026.11
2708+50	1026.54	-0.020	12	1026.30	-0.020	26	1026.02
2708+75	1026.45	-0.020	12	1026.21	-0.020	26	1025.93
2709+00	1026.36	-0.020	12	1026.12	-0.020	26	1025.84
2709+25	1026.26	-0.020	12	1026.02	-0.020	26	1025.74
2709+50	1026.16	-0.020	12	1025.92	-0.020	26	1025.64
2709+75	1026.06	-0.020	12	1025.82	-0.020	26	1025.54
2710+00	1025.95	-0.020	12	1025.71	-0.020	26	1025.43
2710+25	1025.84	-0.020	12	1025.60	-0.020	26	1025.32
2710+50	1025.73	-0.020	12	1025.49	-0.020	26	1025.21
2710+75	1025.61	-0.020	12	1025.37	-0.020	26	1025.09
2711+00	1025.50	-0.020	12	1025.26	-0.020	26	1024.98
2711+25	1025.38	-0.020	12	1025.14	-0.020	26	1024.86

2

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2711+50	1025.25	-0.020	12	1025.01	-0.020	26	1024.73
2711+75	1025.13	-0.020	12	1024.89	-0.020	26	1024.61
2712+00	1025.00	-0.020	12	1024.76	-0.020	26	1024.48
2712+25	1024.87	-0.020	12	1024.63	-0.020	26	1024.35
2712+50	1024.73	-0.020	12	1024.49	-0.020	26	1024.21
2712+75	1024.59	-0.020	12	1024.35	-0.020	26	1024.07
2713+00	1024.45	-0.020	12	1024.21	-0.020	26	1023.93
2713+25	1024.31	-0.020	12	1024.07	-0.020	26	1023.79
2713+50	1024.16	-0.020	12	1023.92	-0.020	26	1023.64
2713+75	1024.01	-0.020	12	1023.77	-0.020	26	1023.49
2714+00	1023.86	-0.020	12	1023.62	-0.020	26	1023.34
2714+25	1023.70	-0.020	12	1023.46	-0.020	26	1023.18
2714+50	1023.55	-0.020	12	1023.31	-0.020	26	1023.03
2714+75	1023.39	-0.020	12	1023.15	-0.020	26	1022.87
2715+00	1023.22	-0.020	12	1022.98	-0.020	26	1022.70
2715+25	1023.06	-0.020	12	1022.82	-0.020	26	1022.54
2715+50	1022.90	-0.020	12	1022.66	-0.020	26	1022.38
2715+75	1022.73	-0.020	12	1022.49	-0.020	26	1022.21
2716+00	1022.57	-0.020	12	1022.33	-0.020	26	1022.05
2716+25	1022.41	-0.020	12	1022.17	-0.020	26	1021.89
2716+50	1022.24	-0.020	12	1022.00	-0.020	26	1021.72
2716+75	1022.08	-0.020	12	1021.84	-0.020	26	1021.56
2717+00	1021.91	-0.020	12	1021.67	-0.020	26	1021.39
2717+25	1021.75	-0.020	12	1021.51	-0.020	26	1021.23
2717+50	1021.59	-0.020	12	1021.35	-0.020	26	1021.07
2717+75	1021.42	-0.020	12	1021.18	-0.020	26	1020.90
2718+00	1021.26	-0.020	12	1021.02	-0.020	26	1020.74
2718+25	1021.10	-0.020	12	1020.86	-0.020	26	1020.58
2718+50	1020.93	-0.020	12	1020.69	-0.020	26	1020.41
2718+75	1020.77	-0.020	12	1020.53	-0.020	26	1020.25
2719+00	1020.60	-0.020	12	1020.36	-0.020	26	1020.08
2719+25	1020.44	-0.020	12	1020.20	-0.020	26	1019.92
2719+50	1020.28	-0.020	12	1020.04	-0.020	26	1019.76
2719+75	1020.11	-0.020	12	1019.87	-0.020	26	1019.59
2720+00	1019.95	-0.020	12	1019.71	-0.020	26	1019.43
2720+25	1019.79	-0.020	12	1019.55	-0.020	26	1019.27
2720+50	1019.62	-0.020	12	1019.38	-0.020	26	1019.10
2720+75	1019.46	-0.020	12	1019.22	-0.020	26	1018.94
2721+00	1019.29	-0.020	12	1019.05	-0.020	26	1018.77

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2721+25	1019.13	-0.020	12	1018.89	-0.020	26	1018.61
2721+50	1018.97	-0.020	12	1018.73	-0.020	26	1018.45
2721+75	1018.80	-0.020	12	1018.56	-0.020	26	1018.28
2722+00	1018.64	-0.020	12	1018.40	-0.020	26	1018.12
2722+25	1018.48	-0.020	12	1018.24	-0.020	26	1017.96
2722+50	1018.31	-0.020	12	1018.07	-0.020	26	1017.79
2722+75	1018.15	-0.020	12	1017.91	-0.020	26	1017.63
2723+00	1017.99	-0.020	12	1017.75	-0.020	26	1017.47
2723+25	1017.82	-0.020	12	1017.58	-0.020	26	1017.30
2723+50	1017.66	-0.020	12	1017.42	-0.020	26	1017.14
2723+75	1017.49	-0.020	12	1017.25	-0.020	26	1016.97
2724+00	1017.33	-0.020	12	1017.09	-0.020	26	1016.81
2724+25	1017.17	-0.020	12	1016.93	-0.020	26	1016.65
2724+50	1017.00	-0.020	12	1016.76	-0.020	26	1016.48
2724+75	1016.84	-0.020	12	1016.60	-0.020	26	1016.32
2725+00	1016.68	-0.020	12	1016.44	-0.020	26	1016.16
2725+25	1016.51	-0.008	12	1016.41	-0.020	26	1016.13
2725+50	1016.35	0.008	12	1016.44	-0.020	26	1016.16
2725+75	1016.19	0.020	12	1016.43	-0.020	26	1016.15
2726+00	1016.02	0.020	12	1016.26	-0.020	26	1015.98
2726+25	1015.86	0.020	12	1016.10	-0.020	26	1015.82
2726+50	1015.69	0.020	12	1015.93	-0.020	26	1015.65
2726+75	1015.53	0.020	12	1015.77	-0.020	26	1015.49
2727+00	1015.37	0.020	12	1015.61	-0.020	26	1015.33
2727+25	1015.20	0.020	12	1015.44	-0.020	26	1015.16
2727+50	1015.04	0.020	12	1015.28	-0.020	26	1015.00
2727+75	1014.88	0.020	12	1015.12	-0.020	26	1014.84
2728+00	1014.71	0.020	12	1014.95	-0.020	26	1014.67
2728+25	1014.55	0.020	12	1014.79	-0.020	26	1014.51
2728+50	1014.38	0.020	12	1014.62	-0.020	26	1014.34
2728+75	1014.22	0.020	12	1014.46	-0.020	26	1014.18
2729+00	1014.06	0.020	12	1014.30	-0.020	26	1014.02
2729+25	1013.89	0.020	12	1014.13	-0.020	26	1013.85
2729+50	1013.73	0.020	12	1013.97	-0.020	26	1013.69
2729+75	1013.57	0.020	12	1013.81	-0.020	26	1013.53
2730+00	1013.41	0.020	12	1013.65	-0.020	26	1013.37
2730+25	1013.26	0.020	12	1013.50	-0.020	26	1013.22
2730+50	1013.10	0.020	12	1013.34	-0.020	26	1013.06
2730+75	1012.96	0.020	12	1013.20	-0.020	26	1012.92

2

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2731+00	1012.81	0.020	12	1013.05	-0.020	26	1012.77
2731+25	1012.68	0.020	12	1012.92	-0.020	26	1012.64
2731+50	1012.54	0.020	12	1012.78	-0.020	26	1012.50
2731+75	1012.41	0.020	12	1012.65	-0.020	26	1012.37
2732+00	1012.28	0.020	12	1012.52	-0.020	26	1012.24
2732+25	1012.16	0.020	12	1012.40	-0.020	26	1012.12
2732+50	1012.03	0.020	12	1012.27	-0.020	26	1011.99
2732+75	1011.92	0.020	12	1012.16	-0.020	26	1011.88
2733+00	1011.81	0.020	12	1012.05	-0.020	26	1011.77
2733+25	1011.70	0.020	12	1011.94	-0.020	26	1011.66
2733+50	1011.59	0.020	12	1011.83	-0.020	26	1011.55
2733+75	1011.49	0.020	12	1011.73	-0.020	26	1011.45
2734+00	1011.39	0.020	12	1011.63	-0.020	26	1011.35
2734+25	1011.29	0.020	12	1011.53	-0.020	26	1011.25
2734+50	1011.19	0.020	12	1011.43	-0.020	26	1011.15
2734+75	1011.09	0.020	12	1011.33	-0.020	26	1011.05
2735+00	1010.99	0.020	12	1011.23	-0.020	26	1010.95
2735+25	1010.89	0.020	12	1011.13	-0.020	26	1010.85
2735+50	1010.79	0.020	12	1011.03	-0.020	26	1010.75
2735+75	1010.69	0.020	12	1010.93	-0.020	26	1010.65
2736+00	1010.59	0.020	12	1010.83	-0.020	26	1010.55
2736+25	1010.49	0.020	12	1010.73	-0.020	26	1010.45
2736+50	1010.39	0.020	12	1010.63	-0.020	26	1010.35
2736+75	1010.31	0.020	12	1010.55	-0.020	26	1010.27
2737+00	1010.23	0.020	12	1010.47	-0.020	26	1010.19
2737+25	1010.17	0.020	12	1010.41	-0.020	26	1010.13
2737+50	1010.10	0.020	12	1010.34	-0.020	26	1010.06
2737+75	1010.05	0.020	12	1010.29	-0.020	26	1010.01
2738+00	1010.00	0.020	12	1010.24	-0.020	26	1009.96
2738+25	1009.96	0.020	12	1010.20	-0.020	26	1009.92
2738+50	1009.92	0.020	12	1010.16	-0.020	26	1009.88
2738+75	1009.90	0.020	12	1010.14	-0.020	26	1009.86
2739+00	1009.88	0.020	12	1010.12	-0.020	26	1009.84
2739+25	1009.88	0.020	12	1010.12	-0.020	26	1009.84
2739+50	1009.87	0.020	12	1010.11	-0.020	26	1009.83
2739+75	1009.88	0.020	12	1010.12	-0.020	26	1009.84
2740+00	1009.89	0.020	12	1010.13	-0.020	26	1009.85
2740+25	1009.91	0.020	12	1010.15	-0.020	26	1009.87
2740+50	1009.94	0.020	12	1010.18	-0.020	26	1009.90

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2740+75	1009.97	0.020	12	1010.21	-0.020	26	1009.93
2741+00	1010.01	0.020	12	1010.25	-0.020	26	1009.97
2741+25	1010.06	0.020	12	1010.30	-0.020	26	1010.02
2741+50	1010.12	0.020	12	1010.36	-0.020	26	1010.08
2741+75	1010.19	0.020	12	1010.43	-0.020	26	1010.15
2742+00	1010.26	0.020	12	1010.50	-0.020	26	1010.22
2742+25	1010.34	0.020	12	1010.58	-0.020	26	1010.30
2742+50	1010.43	0.020	12	1010.67	-0.020	26	1010.39
2742+75	1010.51	0.020	12	1010.75	-0.020	26	1010.47
2743+00	1010.60	0.020	12	1010.84	-0.020	26	1010.56
2743+25	1010.68	0.020	12	1010.92	-0.020	26	1010.64
2743+50	1010.77	0.020	12	1011.01	-0.020	26	1010.73
2743+75	1010.85	0.020	12	1011.09	-0.020	26	1010.81
2744+00	1010.94	0.020	12	1011.18	-0.020	26	1010.90
2744+25	1011.01	0.020	12	1011.25	-0.020	26	1010.97
2744+50	1011.07	0.020	12	1011.31	-0.020	26	1011.03
2744+75	1011.12	0.020	12	1011.36	-0.020	26	1011.08
2745+00	1011.15	0.020	12	1011.39	-0.020	26	1011.11
2745+25	1011.16	0.020	12	1011.40	-0.020	26	1011.12
2745+50	1011.16	0.020	12	1011.40	-0.020	26	1011.12
2745+75	1011.13	0.020	12	1011.37	-0.020	26	1011.09
2746+00	1011.11	0.020	12	1011.35	-0.020	26	1011.07
2746+25	1011.06	0.020	12	1011.30	-0.020	26	1011.02
2746+50	1011.00	0.020	12	1011.24	-0.020	26	1010.96
2746+75	1010.92	0.020	12	1011.16	-0.020	26	1010.88
2747+00	1010.82	0.020	12	1011.06	-0.020	26	1010.78
2747+25	1010.71	0.020	12	1010.95	-0.020	26	1010.67
2747+50	1010.58	0.020	12	1010.82	-0.020	26	1010.54
2747+75	1010.44		12			26	
STRUCTURE B-41-0284							
2750+06.62	1008.38	0.020	12	1008.62	-0.020	26	1008.34
2750+25	1008.16	0.020	12	1008.40	-0.020	26	1008.12
2750+50	1007.85	0.020	12	1008.09	-0.020	26	1007.81
2750+75	1007.52	0.020	12	1007.76	-0.020	26	1007.48
2751+00	1007.18	0.020	12	1007.42	-0.020	26	1007.14
2751+25	1006.82	0.020	12	1007.06	-0.020	26	1006.78
2751+50	1006.44	0.020	12	1006.68	-0.020	26	1006.40
2751+75	1006.05	0.020	12	1006.29	-0.020	26	1006.01
2752+00	1005.64	0.020	12	1005.88	-0.020	26	1005.60

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2752+25	1005.22	0.020	12	1005.46	-0.020	26	1005.18
2752+50	1004.78	0.020	12	1005.02	-0.020	26	1004.74
2752+75	1004.33	0.020	12	1004.57	-0.020	26	1004.29
2753+00	1003.86	0.020	12	1004.10	-0.020	26	1003.82
2753+25	1003.38	0.020	12	1003.62	-0.020	26	1003.34
2753+50	1002.88	0.020	12	1003.12	-0.020	26	1002.84
2753+75	1002.35	0.020	12	1002.59	-0.020	26	1002.31
2754+00	1001.83	0.020	12	1002.07	-0.020	26	1001.79
2754+25	1001.28	0.020	12	1001.52	-0.020	26	1001.24
2754+50	1000.72	0.020	12	1000.96	-0.020	26	1000.68
2754+75	1000.15	0.020	12	1000.39	-0.020	26	1000.11
2755+00	999.59	0.020	12	999.83	-0.020	26	999.55
2755+25	999.02	0.020	12	999.26	-0.020	26	998.98
2755+50	998.45	0.020	12	998.69	-0.020	26	998.41
2755+75	997.88	0.020	12	998.12	-0.020	26	997.84
2756+00	997.31	0.020	12	997.55	-0.020	26	997.27
2756+25	996.75	0.020	12	996.99	-0.020	26	996.71
2756+50	996.18	0.020	12	996.42	-0.020	26	996.14
2756+75	995.61	0.020	12	995.85	-0.020	26	995.57
2757+00	995.04	0.020	12	995.28	-0.020	26	995.00
2757+25	994.51	0.020	12	994.75	-0.020	26	994.47
2757+50	993.97	0.020	12	994.21	-0.020	26	993.93
2757+75	993.48	0.020	12	993.72	-0.020	26	993.44
2758+00	993.00	0.020	12	993.24	-0.020	26	992.96
2758+25	992.56	0.020	12	992.80	-0.020	26	992.52
2758+50	992.12	0.020	12	992.36	-0.020	26	992.08
2758+75	991.73	0.020	12	991.97	-0.020	26	991.69
2759+00	991.34	0.020	12	991.58	-0.020	26	991.30
2759+25	991.00	0.020	12	991.24	-0.020	26	990.96
2759+50	990.67	0.020	12	990.91	-0.020	26	990.63
2759+75	990.38	0.020	12	990.62	-0.020	26	990.34
2760+00	990.09	0.020	12	990.33	-0.020	26	990.05
2760+25	989.85	0.020	12	990.09	-0.020	26	989.81
2760+50	989.61	0.020	12	989.85	-0.020	26	989.57
2760+75	989.42	0.020	12	989.66	-0.020	26	989.38
2761+00	989.22	0.020	12	989.46	-0.020	26	989.18
2761+25	989.08	0.020	12	989.32	-0.020	26	989.04
2761+50	988.94	0.020	12	989.18	-0.020	26	988.90
2761+75	988.81	0.020	12	989.05	-0.020	26	988.77

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2762+00	988.69	0.020	12	988.93	-0.020	26	988.65
2762+25	988.56	0.020	12	988.80	-0.020	26	988.52
2762+50	988.43	0.020	12	988.67	-0.020	26	988.39
2762+75	988.31	0.020	12	988.55	-0.020	26	988.27
2763+00	988.18	0.020	12	988.42	-0.020	26	988.14
2763+25	988.06	0.020	12	988.30	-0.020	26	988.02
2763+50	987.93	0.020	12	988.17	-0.020	26	987.89
2763+75	987.80	0.020	12	988.04	-0.020	26	987.76
2764+00	987.68	0.020	12	987.92	-0.020	26	987.64
2764+25	987.55	0.020	12	987.79	-0.020	26	987.51
2764+50	987.42	0.020	12	987.66	-0.020	26	987.38
2764+75	987.30	0.020	12	987.54	-0.020	26	987.26
2765+00	987.17	0.020	12	987.41	-0.020	26	987.13
2765+25	987.05	0.020	12	987.29	-0.020	26	987.01
2765+50	986.92	0.020	12	987.16	-0.020	26	986.88
2765+75	986.79	0.020	12	987.03	-0.020	26	986.75
2766+00	986.67	0.020	12	986.91	-0.020	26	986.63
2766+25	986.54	0.020	12	986.78	-0.020	26	986.50
2766+50	986.42	0.020	12	986.66	-0.020	26	986.38
2766+75	986.29	0.020	12	986.53	-0.020	26	986.25
2767+00	986.16	0.020	12	986.40	-0.020	26	986.12
2767+25	986.04	0.020	12	986.28	-0.020	26	986.00
2767+50	985.91	0.020	12	986.15	-0.020	26	985.87
2767+75	985.78	0.020	12	986.02	-0.020	26	985.74
2768+00	985.66	0.020	12	985.90	-0.020	26	985.62
2768+25	985.53	0.020	12	985.77	-0.020	26	985.49
2768+50	985.41	0.020	12	985.65	-0.020	26	985.37
2768+75	985.28	0.020	12	985.52	-0.020	26	985.24
2769+00	985.15	0.020	12	985.39	-0.020	26	985.11
2769+25	985.03	0.020	12	985.27	-0.020	26	984.99
2769+50	984.90	0.020	12	985.14	-0.020	26	984.86
2769+75	984.77	0.020	12	985.01	-0.020	26	984.73
2770+00	984.65	0.020	12	984.89	-0.020	26	984.61
2770+25	984.52	0.020	12	984.76	-0.020	26	984.48
2770+50	984.39	0.020	12	984.63	-0.020	26	984.35
2770+75	984.27	0.020	12	984.51	-0.020	26	984.23
2771+00	984.14	0.020	12	984.38	-0.020	26	984.10
2771+25	984.01	0.020	12	984.25	-0.020	26	983.97
2771+50	983.89	0.020	12	984.13	-0.020	26	983.85

2

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2771+75	983.76	0.020	12	984.00	-0.020	26	983.72
2772+00	983.63	0.020	12	983.87	-0.020	26	983.59
2772+25	983.50	0.020	12	983.74	-0.020	26	983.46
2772+50	983.37	0.020	12	983.61	-0.020	26	983.33
2772+75	983.25	0.020	12	983.49	-0.020	26	983.21
2773+00	983.12	0.020	12	983.36	-0.020	26	983.08
2773+25	982.99	0.020	12	983.23	-0.020	26	982.95
2773+50	982.86	0.020	12	983.10	-0.020	26	982.82
2773+75	982.73	0.020	12	982.97	-0.020	26	982.69
2774+00	982.60	0.020	12	982.84	-0.020	26	982.56
2774+25	982.48	0.020	12	982.72	-0.020	26	982.44
2774+50	982.35	0.020	12	982.59	-0.020	26	982.31
2774+75	982.22	0.020	12	982.46	-0.020	26	982.18
2775+00	982.09	0.020	12	982.33	-0.020	26	982.05
2775+25	981.96	0.020	12	982.20	-0.020	26	981.92
2775+50	981.83	0.020	12	982.07	-0.020	26	981.79
2775+75	981.70	0.020	12	981.94	-0.020	26	981.66
2776+00	981.57	0.020	12	981.81	-0.020	26	981.53
2776+25	981.44	0.020	12	981.68	-0.020	26	981.40
2776+50	981.31	0.020	12	981.55	-0.020	26	981.27
2776+75	981.18	0.020	12	981.42	-0.020	26	981.14
2777+00	981.05	0.020	12	981.29	-0.020	26	981.01
2777+25	980.92	0.020	12	981.16	-0.020	26	980.88
2777+50	980.79	0.020	12	981.03	-0.020	26	980.75
2777+75	980.66	0.020	12	980.90	-0.020	26	980.62
2778+00	980.53	0.020	12	980.77	-0.020	26	980.49
2778+25	980.40	0.020	12	980.64	-0.020	26	980.36
2778+50	980.27	0.020	12	980.51	-0.020	26	980.23
2778+75	980.14	0.020	12	980.38	-0.020	26	980.10
2779+00	980.01	0.020	12	980.25	-0.020	26	979.97
2779+25	979.88	0.020	12	980.12	-0.020	26	979.84
2779+50	979.75	0.020	12	979.99	-0.020	26	979.71
2779+75	979.62	0.020	12	979.86	-0.020	26	979.58
2780+00	979.49	0.020	12	979.73	-0.020	26	979.45
2780+25	979.36	0.020	12	979.60	-0.020	26	979.32
2780+50	979.23	0.020	12	979.47	-0.020	26	979.19
2780+75	979.09	0.020	12	979.33	-0.020	26	979.05
2781+00	978.96	0.020	12	979.20	-0.020	26	978.92
2781+25	978.83	0.020	12	979.07	-0.020	26	978.79

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2781+50	978.70	0.020	12	978.94	-0.020	26	978.66
2781+75	978.57	0.020	12	978.81	-0.020	26	978.53
2782+00	978.44	0.020	12	978.68	-0.020	26	978.40
2782+25	978.31	0.020	12	978.55	-0.020	26	978.27
2782+50	978.18	0.020	12	978.42	-0.020	26	978.14
2782+75	978.05	0.020	12	978.29	-0.020	26	978.01
2783+00	977.92	0.020	12	978.16	-0.020	26	977.88
2783+25	977.79	0.020	12	978.03	-0.020	26	977.75
2783+50	977.66	0.020	12	977.90	-0.020	26	977.62
2783+75	977.53	0.020	12	977.77	-0.020	26	977.49
2784+00	977.40	0.020	12	977.64	-0.020	26	977.36
2784+25	977.27	0.020	12	977.51	-0.020	26	977.23
2784+50	977.15	0.020	12	977.39	-0.020	26	977.11
2784+75	977.04	0.020	12	977.28	-0.020	26	977.00
2785+00	976.93	0.020	12	977.17	-0.020	26	976.89
2785+25	976.84	0.020	12	977.08	-0.020	26	976.80
2785+50	976.76	0.020	12	977.00	-0.020	26	976.72
2785+75	976.70	0.020	12	976.94	-0.020	26	976.66
2786+00	976.64	0.020	12	976.88	-0.020	26	976.60
2786+25	976.60	0.020	12	976.84	-0.020	26	976.56
2786+50	976.56	0.020	12	976.80	-0.020	26	976.52
2786+75	976.54	0.020	12	976.78	-0.020	26	976.50
2787+00	976.53	0.020	12	976.77	-0.020	26	976.49
2787+25	976.53	0.020	12	976.77	-0.020	26	976.49
2787+50	976.54	0.020	12	976.78	-0.020	26	976.50
2787+75	976.56	0.020	12	976.80	-0.020	26	976.52
2788+00	976.60	0.020	12	976.84	-0.020	26	976.56
2788+25	976.65	0.020	12	976.89	-0.020	26	976.61
2788+50	976.70	0.020	12	976.94	-0.020	26	976.66
2788+75	976.77	0.020	12	977.01	-0.020	26	976.73
2789+00	976.85	0.020	12	977.09	-0.020	26	976.81
2789+25	976.94	0.020	12	977.18	-0.020	26	976.90
2789+50	977.04	0.020	12	977.28	-0.020	26	977.00
2789+75	977.13	0.020	12	977.37	-0.020	26	977.09
2790+00	977.23	0.020	12	977.47	-0.020	26	977.19
2790+25	977.32	0.020	12	977.56	-0.020	26	977.28
2790+50	977.42	0.020	12	977.66	-0.020	26	977.38
2790+75	977.52	0.020	12	977.76	-0.020	26	977.48

STRUCTURE B-41-0286

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2792+17.45	978.06	0.020	12	978.30	-0.020	26	978.02
2792+25	978.09	0.020	12	978.33	-0.020	26	978.05
2792+50	978.19	0.020	12	978.43	-0.020	26	978.15
2792+75	978.28	0.020	12	978.52	-0.020	26	978.24
2793+00	978.38	0.020	12	978.62	-0.020	26	978.34
2793+25	978.48	0.020	12	978.72	-0.020	26	978.44
2793+50	978.57	0.020	12	978.81	-0.020	26	978.53
2793+75	978.67	0.020	12	978.91	-0.020	26	978.63
2794+00	978.76	0.020	12	979.00	-0.020	26	978.72
2794+25	978.86	0.020	12	979.10	-0.020	26	978.82
2794+50	978.96	0.020	12	979.20	-0.020	26	978.92
2794+75	979.05	0.020	12	979.29	-0.020	26	979.01
2795+00	979.15	0.020	12	979.39	-0.020	26	979.11
2795+25	979.24	0.020	12	979.48	-0.020	26	979.20
2795+50	979.34	0.020	12	979.58	-0.020	26	979.30
2795+75	979.44	0.020	12	979.68	-0.020	26	979.40
2796+00	979.53	0.020	12	979.77	-0.020	26	979.49
2796+25	979.63	0.020	12	979.87	-0.020	26	979.59
2796+50	979.73	0.020	12	979.97	-0.020	26	979.69
2796+75	979.82	0.020	12	980.06	-0.020	26	979.78
2797+00	979.92	0.020	12	980.16	-0.020	26	979.88
2797+25	980.01	0.020	12	980.25	-0.020	26	979.97
2797+50	980.11	0.020	12	980.35	-0.020	26	980.07
2797+75	980.21	0.020	12	980.45	-0.020	26	980.17
2798+00	980.30	0.020	12	980.54	-0.020	26	980.26
2798+25	980.40	0.020	12	980.64	-0.020	26	980.36
2798+50	980.49	0.020	12	980.73	-0.020	26	980.45
2798+75	980.59	0.020	12	980.83	-0.020	26	980.55
2799+00	980.69	0.020	12	980.93	-0.020	26	980.65
2799+25	980.78	0.020	12	981.02	-0.020	26	980.74
2799+50	980.88	0.020	12	981.12	-0.020	26	980.84
2799+75	980.97	0.020	12	981.21	-0.020	26	980.93
2800+00	981.07	0.020	12	981.31	-0.020	26	981.03
2800+25	981.17	0.020	12	981.41	-0.020	26	981.13
2800+50	981.26	0.020	12	981.50	-0.020	26	981.22
2800+75	981.36	0.020	12	981.60	-0.020	26	981.32
2801+00	981.45	0.020	12	981.69	-0.020	26	981.41
2801+25	981.55	0.020	12	981.79	-0.020	26	981.51
2801+50	981.65	0.020	12	981.89	-0.020	26	981.61

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2801+75	981.74	0.020	12	981.98	-0.020	26	981.70
2802+00	981.84	0.020	12	982.08	-0.020	26	981.80
2802+25	981.93	0.020	12	982.17	-0.020	26	981.89
2802+50	982.03	0.020	12	982.27	-0.020	26	981.99
2802+75	982.13	0.020	12	982.37	-0.020	26	982.09
2803+00	982.25	0.020	12	982.49	-0.020	26	982.21
2803+25	982.38	0.020	12	982.62	-0.020	26	982.34
2803+50	982.53	0.020	12	982.77	-0.020	26	982.49
2803+75	982.69	0.020	12	982.93	-0.020	26	982.65
2804+00	982.87	0.020	12	983.11	-0.020	26	982.83
2804+25	983.07	0.020	12	983.31	-0.020	26	983.03
2804+50	983.28	0.020	12	983.52	-0.020	26	983.24
2804+75	983.50	0.020	12	983.74	-0.020	26	983.46
2805+00	983.74	0.020	12	983.98	-0.020	26	983.70
2805+25	984.00	0.020	12	984.24	-0.020	26	983.96
2805+50	984.27	0.020	12	984.51	-0.020	26	984.23
2805+75	984.56	0.020	12	984.80	-0.020	26	984.52
2806+00	984.86	0.020	12	985.10	-0.020	26	984.82
2806+25	985.18	0.020	12	985.42	-0.020	26	985.14
2806+50	985.51	0.020	12	985.75	-0.020	26	985.47
2806+75	985.86	0.020	12	986.10	-0.020	26	985.82
2807+00	986.22	0.020	12	986.46	-0.020	26	986.18
2807+25	986.60	0.020	12	986.84	-0.020	26	986.56
2807+50	986.99	0.020	12	987.23	-0.020	26	986.95
2807+75	987.40	0.020	12	987.64	-0.020	26	987.36
2808+00	987.83	0.020	12	988.07	-0.020	26	987.79
2808+25	988.27	0.020	12	988.51	-0.020	26	988.23
2808+50	988.73	0.020	12	988.97	-0.020	26	988.69
2808+75	989.20	0.020	12	989.44	-0.020	26	989.16
2809+00	989.68	0.020	12	989.92	-0.020	26	989.64
2809+25	990.19	0.020	12	990.43	-0.020	26	990.15
2809+50	990.70	0.020	12	990.94	-0.020	26	990.66
2809+75	991.24	0.020	12	991.48	-0.020	26	991.20
2810+00	991.79	0.020	12	992.03	-0.020	26	991.75
2810+25	992.35	0.020	12	992.59	-0.020	26	992.31
2810+50	992.92	0.020	12	993.16	-0.020	26	992.88
2810+75	993.49	0.020	12	993.73	-0.020	26	993.45
2811+00	994.06	0.020	12	994.30	-0.020	26	994.02
2811+25	994.63	0.020	12	994.87	-0.020	26	994.59

2

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2811+50	995.20	0.020	12	995.44	-0.020	26	995.16
2811+75	995.76	0.020	12	996.00	-0.020	26	995.72
2812+00	996.33	0.020	12	996.57	-0.020	26	996.29
2812+25	996.90	0.020	12	997.14	-0.020	26	996.86
2812+50	997.47	0.020	12	997.71	-0.020	26	997.43
2812+75	998.04	0.020	12	998.28	-0.020	26	998.00
2813+00	998.61	0.020	12	998.85	-0.020	26	998.57
2813+25	999.18	0.020	12	999.42	-0.020	26	999.14
2813+50	999.75	0.020	12	999.99	-0.020	26	999.71
2813+75	1000.32	0.020	12	1000.56	-0.020	26	1000.28
2814+00	1000.89	0.020	12	1001.13	-0.020	26	1000.85
2814+25	1001.45	0.020	12	1001.69	-0.020	26	1001.41
2814+50	1002.02	0.020	12	1002.26	-0.020	26	1001.98
2814+75	1002.59	0.020	12	1002.83	-0.020	26	1002.55
2815+00	1003.16	0.020	12	1003.40	-0.020	26	1003.12
2815+25	1003.73	0.020	12	1003.97	-0.020	26	1003.69
2815+50	1004.29	0.020	12	1004.53	-0.020	26	1004.25
2815+75	1004.83	0.020	12	1005.07	-0.020	26	1004.79
2816+00	1005.36	0.020	12	1005.60	-0.020	26	1005.32
2816+25	1005.87	0.020	12	1006.11	-0.020	26	1005.83
2816+50	1006.37	0.020	12	1006.61	-0.020	26	1006.33
2816+75	1006.86	0.020	12	1007.10	-0.020	26	1006.82
2817+00	1007.33	0.020	12	1007.57	-0.020	26	1007.29
2817+25	1007.78	0.020	12	1008.02	-0.020	26	1007.74
2817+50	1008.23	0.020	12	1008.47	-0.020	26	1008.19
2817+75	1008.65	0.020	12	1008.89	-0.020	26	1008.61
2818+00	1009.07	0.020	12	1009.31	-0.020	26	1009.03
2818+25	1009.46	0.020	12	1009.70	-0.020	26	1009.42
2818+50	1009.85	0.020	12	1010.09	-0.020	26	1009.81
2818+75	1010.22	0.020	12	1010.46	-0.020	26	1010.18
2819+00	1010.57	0.020	12	1010.81	-0.020	26	1010.53
2819+25	1010.91	0.020	12	1011.15	-0.020	26	1010.87
2819+50	1011.24	0.020	12	1011.48	-0.020	26	1011.20
2819+75	1011.55	0.020	12	1011.79	-0.020	26	1011.51
STRUCTURE B-41-0288							
2821+40.85	1013.25	0.020	12	1013.49	-0.020	26	1013.21
2821+50	1013.32	0.020	12	1013.56	-0.020	26	1013.28
2821+75	1013.52	0.020	12	1013.76	-0.020	26	1013.48
2822+00	1013.70	0.020	12	1013.94	-0.020	26	1013.66

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2822+25	1013.87	0.020	12	1014.11	-0.020	26	1013.83
2822+50	1014.02	0.020	12	1014.26	-0.020	26	1013.98
2822+75	1014.16	0.020	12	1014.40	-0.020	26	1014.12
2823+00	1014.28	0.020	12	1014.52	-0.020	26	1014.24
2823+25	1014.39	0.020	12	1014.63	-0.020	26	1014.35
2823+50	1014.48	0.020	12	1014.72	-0.020	26	1014.44
2823+75	1014.56	0.020	12	1014.80	-0.020	26	1014.52
2824+00	1014.63	0.020	12	1014.87	-0.020	26	1014.59
2824+25	1014.68	0.020	12	1014.92	-0.020	26	1014.64
2824+50	1014.73	0.020	12	1014.97	-0.020	26	1014.69
2824+75	1014.78	0.020	12	1015.02	-0.020	26	1014.74
2825+00	1014.83	0.020	12	1015.07	-0.020	26	1014.79
2825+25	1014.87	0.020	12	1015.11	-0.020	26	1014.83
2825+50	1014.92	0.020	12	1015.16	-0.020	26	1014.88
2825+75	1014.97	0.020	12	1015.21	-0.020	26	1014.93
2826+00	1015.02	0.020	12	1015.26	-0.020	26	1014.98
2826+25	1015.07	0.020	12	1015.31	-0.020	26	1015.03
2826+50	1015.11	0.020	12	1015.35	-0.020	26	1015.07
2826+75	1015.16	0.020	12	1015.40	-0.020	26	1015.12
2827+00	1015.21	0.020	12	1015.45	-0.020	26	1015.17
2827+25	1015.26	0.020	12	1015.50	-0.020	26	1015.22
2827+50	1015.31	0.020	12	1015.55	-0.020	26	1015.27
2827+75	1015.35	0.020	12	1015.59	-0.020	26	1015.31
2828+00	1015.40	0.020	12	1015.64	-0.020	26	1015.36
2828+25	1015.45	0.020	12	1015.69	-0.020	26	1015.41
2828+50	1015.50	0.020	12	1015.74	-0.020	26	1015.46
2828+75	1015.55	0.020	12	1015.79	-0.020	26	1015.51
2829+00	1015.60	0.020	12	1015.84	-0.020	26	1015.56
2829+25	1015.64	0.020	12	1015.88	-0.020	26	1015.60
2829+50	1015.69	0.020	12	1015.93	-0.020	26	1015.65
2829+75	1015.74	0.020	12	1015.98	-0.020	26	1015.70
2830+00	1015.79	0.020	12	1016.03	-0.020	26	1015.75
2830+25	1015.84	0.020	12	1016.08	-0.020	26	1015.80
2830+50	1015.88	0.020	12	1016.12	-0.020	26	1015.84
2830+75	1015.93	0.020	12	1016.17	-0.020	26	1015.89
2831+00	1015.98	0.020	12	1016.22	-0.020	26	1015.94
2831+25	1016.03	0.020	12	1016.27	-0.020	26	1015.99
2831+50	1016.08	0.020	12	1016.32	-0.020	26	1016.04
2831+75	1016.12	0.020	12	1016.36	-0.020	26	1016.08

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2832+00	1016.17	0.020	12	1016.41	-0.020	26	1016.13
2832+25	1016.22	0.020	12	1016.46	-0.020	26	1016.18
2832+50	1016.27	0.020	12	1016.51	-0.020	26	1016.23
2832+75	1016.33	0.020	12	1016.57	-0.020	26	1016.29
2833+00	1016.38	0.020	12	1016.62	-0.020	26	1016.34
2833+25	1016.44	0.020	12	1016.68	-0.020	26	1016.40
2833+50	1016.51	0.020	12	1016.75	-0.020	26	1016.47
2833+75	1016.57	0.020	12	1016.81	-0.020	26	1016.53
2834+00	1016.65	0.020	12	1016.89	-0.020	26	1016.61
2834+25	1016.72	0.020	12	1016.96	-0.020	26	1016.68
2834+50	1016.80	0.020	12	1017.04	-0.020	26	1016.76
2834+75	1016.88	0.020	12	1017.12	-0.020	26	1016.84
2835+00	1016.96	0.020	12	1017.20	-0.020	26	1016.92
2835+25	1017.05	0.020	12	1017.29	-0.020	26	1017.01
2835+50	1017.14	0.020	12	1017.38	-0.020	26	1017.10
2835+75	1017.24	0.020	12	1017.48	-0.020	26	1017.20
2836+00	1017.33	0.020	12	1017.57	-0.020	26	1017.29
2836+25	1017.44	0.020	12	1017.68	-0.020	26	1017.40
2836+50	1017.54	0.020	12	1017.78	-0.020	26	1017.50
2836+75	1017.65	0.020	12	1017.89	-0.020	26	1017.61
2837+00	1017.76	0.020	12	1018.00	-0.020	26	1017.72
2837+25	1017.87	0.020	12	1018.11	-0.020	26	1017.83
2837+50	1017.99	0.020	12	1018.23	-0.020	26	1017.95
2837+75	1018.11	0.020	12	1018.35	-0.020	26	1018.07
2838+00	1018.24	0.020	12	1018.48	-0.020	26	1018.20
2838+25	1018.37	0.020	12	1018.61	-0.020	26	1018.33
2838+50	1018.50	0.020	12	1018.74	-0.020	26	1018.46
2838+75	1018.63	0.020	12	1018.87	-0.020	26	1018.59
2839+00	1018.75	0.020	12	1018.99	-0.020	26	1018.71
2839+25	1018.88	0.020	12	1019.12	-0.020	26	1018.84
2839+50	1019.01	0.020	12	1019.25	-0.020	26	1018.97
2839+75	1019.14	0.020	12	1019.38	-0.020	26	1019.10
2840+00	1019.27	0.020	12	1019.51	-0.020	26	1019.23
2840+25	1019.40	0.020	12	1019.64	-0.020	26	1019.36
2840+50	1019.53	0.020	12	1019.77	-0.020	26	1019.49
2840+75	1019.66	0.020	12	1019.90	-0.020	26	1019.62
2841+00	1019.79	0.020	12	1020.03	-0.020	26	1019.75
2841+25	1019.92	0.020	12	1020.16	-0.020	26	1019.88
2841+50	1020.05	0.020	12	1020.29	-0.020	26	1020.01

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2841+75	1020.18	0.020	12	1020.42	-0.020	26	1020.14
2842+00	1020.31	0.020	12	1020.55	-0.020	26	1020.27
2842+25	1020.43	0.020	12	1020.67	-0.020	26	1020.39
2842+50	1020.56	0.020	12	1020.80	-0.020	26	1020.52
2842+75	1020.69	0.016	12	1020.88	-0.020	26	1020.60
2843+00	1020.82	0.008	12	1020.92	-0.020	26	1020.64
2843+25	1020.95	0.000	12	1020.95	-0.020	26	1020.67
2843+50	1021.08	-0.008	12	1020.98	-0.020	26	1020.70
2843+75	1021.21	-0.017	12	1021.01	-0.020	26	1020.73
2844+00	1021.34	-0.023	12	1021.06	-0.026	26	1020.70
2844+25	1021.47	-0.026	12	1021.16	-0.026	26	1020.79
2844+50	1021.60	-0.027	12	1021.28	-0.026	26	1020.92
2844+75	1021.73	-0.027	12	1021.41	-0.026	26	1021.05
2845+00	1021.86	-0.027	12	1021.54	-0.026	26	1021.18
2845+25	1021.98	-0.026	12	1021.67	-0.026	26	1021.31
2845+50	1022.11	-0.026	12	1021.80	-0.026	26	1021.44
2845+75	1022.24	-0.026	12	1021.93	-0.026	26	1021.57
2846+00	1022.37	-0.026	12	1022.06	-0.026	26	1021.69
2846+25	1022.50	-0.026	12	1022.19	-0.026	26	1021.82
2846+50	1022.63	-0.026	12	1022.32	-0.026	26	1021.95
2846+75	1022.76	-0.026	12	1022.45	-0.026	26	1022.08
2847+00	1022.89	-0.026	12	1022.58	-0.026	26	1022.21
2847+25	1023.02	-0.026	12	1022.71	-0.026	26	1022.34
2847+50	1023.15	-0.026	12	1022.84	-0.026	26	1022.47
2847+75	1023.28	-0.027	12	1022.96	-0.026	26	1022.60
2848+00	1023.41	-0.027	12	1023.09	-0.026	26	1022.73
2848+25	1023.54	-0.027	12	1023.22	-0.026	26	1022.86
2848+50	1023.66	-0.026	12	1023.35	-0.026	26	1022.99
2848+75	1023.79	-0.026	12	1023.48	-0.026	26	1023.12
2849+00	1023.92	-0.026	12	1023.61	-0.026	26	1023.25
2849+25	1024.05	-0.026	12	1023.74	-0.026	26	1023.37
2849+50	1024.18	-0.026	12	1023.87	-0.026	26	1023.50
2849+75	1024.31	-0.026	12	1024.00	-0.026	26	1023.63
2850+00	1024.43	-0.026	12	1024.12	-0.026	26	1023.75
2850+25	1024.54	-0.026	12	1024.23	-0.026	26	1023.87
2850+50	1024.65	-0.026	12	1024.34	-0.026	26	1023.97
2850+75	1024.75	-0.026	12	1024.44	-0.026	26	1024.08
2851+00	1024.85	-0.026	12	1024.54	-0.026	26	1024.17
2851+25	1024.94	-0.026	12	1024.63	-0.026	26	1024.26

2

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2851+50	1025.02	-0.026	12	1024.71	-0.026	26	1024.34
2851+75	1025.10	-0.027	12	1024.78	-0.026	26	1024.42
2852+00	1025.17	-0.027	12	1024.85	-0.026	26	1024.49
2852+25	1025.23	-0.026	12	1024.92	-0.026	26	1024.55
2852+50	1025.29	-0.027	12	1024.97	-0.026	26	1024.61
2852+75	1025.34	-0.027	12	1025.02	-0.026	26	1024.66
2853+00	1025.38	-0.026	12	1025.07	-0.026	26	1024.70
2853+25	1025.42	-0.026	12	1025.11	-0.026	26	1024.74
2853+50	1025.45	-0.026	12	1025.14	-0.026	26	1024.77
2853+75	1025.47	-0.026	12	1025.16	-0.026	26	1024.80
2854+00	1025.49	-0.026	12	1025.18	-0.026	26	1024.81
2854+25	1025.50	-0.026	12	1025.19	-0.026	26	1024.83
2854+50	1025.51	-0.026	12	1025.20	-0.026	26	1024.83
2854+75	1025.51	-0.026	12	1025.20	-0.026	26	1024.83
2855+00	1025.50	-0.026	12	1025.19	-0.026	26	1024.82
2855+25	1025.49	-0.025	12	1025.19	-0.026	26	1024.82
2855+50	1025.47	-0.021	12	1025.22	-0.020	26	1024.94
2855+75	1025.44	-0.012	12	1025.30	-0.020	26	1025.02
2856+00	1025.41	-0.004	12	1025.36	-0.020	26	1025.08
2856+25	1025.37	0.004	12	1025.42	-0.020	26	1025.14
2856+50	1025.32	0.013	12	1025.48	-0.020	26	1025.20
2856+75	1025.27	0.018	12	1025.49	-0.020	26	1025.21
2857+00	1025.21	0.020	12	1025.45	-0.020	26	1025.17
2857+25	1025.15	0.020	12	1025.39	-0.020	26	1025.11
2857+50	1025.08	0.020	12	1025.32	-0.020	26	1025.04
2857+75	1025.00	0.020	12	1025.24	-0.020	26	1024.96
2858+00	1024.92	0.020	12	1025.16	-0.020	26	1024.88
2858+25	1024.82	0.020	12	1025.06	-0.020	26	1024.78
2858+50	1024.73	0.020	12	1024.97	-0.020	26	1024.69
2858+75	1024.62	0.020	12	1024.86	-0.020	26	1024.58
2859+00	1024.51	0.020	12	1024.75	-0.020	26	1024.47
2859+25	1024.40	0.020	12	1024.64	-0.020	26	1024.36
2859+50	1024.28	0.020	12	1024.52	-0.020	26	1024.24
2859+75	1024.15	0.020	12	1024.39	-0.020	26	1024.11
2860+00	1024.01	0.020	12	1024.25	-0.020	26	1023.97
2860+25	1023.87	0.020	12	1024.11	-0.020	26	1023.83
2860+50	1023.72	0.020	12	1023.96	-0.020	26	1023.68
2860+75	1023.57	0.020	12	1023.81	-0.020	26	1023.53
2861+00	1023.41	0.020	12	1023.65	-0.020	26	1023.37

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2861+25	1023.24	0.020	12	1023.48	-0.020	26	1023.20
2861+50	1023.06	0.020	12	1023.30	-0.020	26	1023.02
2861+75	1022.88	0.020	12	1023.12	-0.020	26	1022.84
2862+00	1022.70	0.020	12	1022.94	-0.020	26	1022.66
2862+25	1022.51	0.020	12	1022.75	-0.020	26	1022.47
2862+50	1022.31	0.020	12	1022.55	-0.020	26	1022.27
2862+75	1022.10	0.020	12	1022.34	-0.020	26	1022.06
2863+00	1021.89	0.020	12	1022.13	-0.020	26	1021.85
2863+25	1021.67	0.020	12	1021.91	-0.020	26	1021.63
2863+50	1021.44	0.020	12	1021.68	-0.020	26	1021.40
2863+75	1021.21	0.020	12	1021.45	-0.020	26	1021.17
2864+00	1020.97	0.020	12	1021.21	-0.020	26	1020.93
2864+25	1020.73	0.020	12	1020.97	-0.020	26	1020.69
2864+50	1020.48	0.020	12	1020.72	-0.020	26	1020.44
2864+75	1020.22	0.020	12	1020.46	-0.020	26	1020.18
2865+00	1019.96	0.020	12	1020.20	-0.020	26	1019.92
2865+25	1019.69	0.020	12	1019.93	-0.020	26	1019.65
2865+50	1019.41	0.020	12	1019.65	-0.020	26	1019.37
2865+75	1019.13	0.020	12	1019.37	-0.020	26	1019.09
2866+00	1018.84	0.020	12	1019.08	-0.016	26	1018.85
2866+25	1018.55	0.020	12	1018.79	-0.006	26	1018.70
2866+50	1018.24	0.020	12	1018.48	0.006	26	1018.56
2866+75	1017.94	0.020	12	1018.18	0.015	26	1018.39
2867+00	1017.62	0.020	12	1017.86	0.020	26	1018.14
2867+25	1017.30	0.020	12	1017.54	0.020	26	1017.82
2867+50	1016.97	0.020	12	1017.21	0.020	26	1017.49
2867+75	1016.64	0.020	12	1016.88	0.020	26	1017.16
2868+00	1016.30	0.020	12	1016.54	0.020	26	1016.82
2868+25	1015.95	0.020	12	1016.19	0.020	26	1016.47
2868+50	1015.60	0.020	12	1015.84	0.020	26	1016.12
2868+75	1015.24	0.020	12	1015.48	0.020	26	1015.76
2869+00	1014.87	0.020	12	1015.11	0.020	26	1015.39
2869+25	1014.50	0.020	12	1014.74	0.020	26	1015.02
2869+50	1014.12	0.020	12	1014.36	0.020	26	1014.64
2869+75	1013.74	0.020	12	1013.98	0.020	26	1014.26
2870+00	1013.35	0.020	12	1013.59	0.020	26	1013.87
2870+25	1012.96	0.020	12	1013.20	0.020	26	1013.48
2870+50	1012.57	0.020	12	1012.81	0.020	26	1013.09
2870+75	1012.18	0.020	12	1012.42	0.020	26	1012.70

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2871+00	1011.79	0.020	12	1012.03	0.020	26	1012.31
2871+25	1011.40	0.020	12	1011.64	0.020	26	1011.92
2871+50	1011.01	0.020	12	1011.25	0.020	26	1011.53
2871+75	1010.62	0.020	12	1010.86	0.020	26	1011.14
2872+00	1010.23	0.020	12	1010.47	0.020	26	1010.75
2872+25	1009.84	0.020	12	1010.08	0.020	26	1010.36
2872+50	1009.45	0.020	12	1009.69	0.020	26	1009.97
2872+75	1009.06	0.020	12	1009.30	0.020	26	1009.58
2873+00	1008.68	0.020	12	1008.92	0.020	26	1009.20
2873+25	1008.29	0.020	12	1008.53	0.020	26	1008.81
2873+50	1007.90	0.020	12	1008.14	0.020	26	1008.42
2873+75	1007.51	0.020	12	1007.75	0.020	26	1008.03
2874+00	1007.12	0.020	12	1007.36	0.020	26	1007.64
2874+25	1006.73	0.020	12	1006.97	0.020	26	1007.25
2874+50	1006.34	0.020	12	1006.58	0.020	26	1006.86
2874+75	1005.95	0.020	12	1006.19	0.020	26	1006.47
2875+00	1005.56	0.020	12	1005.80	0.020	26	1006.08
2875+25	1005.17	0.020	12	1005.41	0.020	26	1005.69
2875+50	1004.78	0.020	12	1005.02	0.020	26	1005.30
2875+75	1004.39	0.020	12	1004.63	0.020	26	1004.91
2876+00	1004.00	0.020	12	1004.24	0.020	26	1004.52
2876+25	1003.61	0.020	12	1003.85	0.020	26	1004.13
2876+50	1003.22	0.020	12	1003.46	0.020	26	1003.74
2876+75	1002.84	0.020	12	1003.08	0.020	26	1003.36
2877+00	1002.45	0.020	12	1002.69	0.020	26	1002.97
2877+25	1002.06	0.020	12	1002.30	0.020	26	1002.58
2877+50	1001.67	0.020	12	1001.91	0.020	26	1002.19
2877+75	1001.28	0.020	12	1001.52	0.020	26	1001.80
2878+00	1000.89	0.020	12	1001.13	0.020	26	1001.41
2878+25	1000.50	0.020	12	1000.74	0.020	26	1001.02
2878+50	1000.11	0.020	12	1000.35	0.020	26	1000.63
2878+75	999.72	0.020	12	999.96	0.018	26	1000.21
2879+00	999.33	0.020	12	999.57	0.012	26	999.74
2879+25	998.94	0.020	12	999.18	0.001	26	999.19
2879+50	998.55	0.020	12	998.79	-0.011	26	998.64
2879+75	998.16	0.020	12	998.40	-0.017	26	998.16
2880+00	997.77	0.020	12	998.01	-0.020	26	997.73
2880+25	997.38	0.020	12	997.62	-0.020	26	997.34
2880+50	997.00	0.020	12	997.24	-0.020	26	996.96

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2880+75	996.61	0.020	12	996.85	-0.020	26	996.57
2881+00	996.22	0.020	12	996.46	-0.020	26	996.18
2881+25	995.83	0.020	12	996.07	-0.020	26	995.79
2881+50	995.44	0.020	12	995.68	-0.020	26	995.40
2881+75	995.05	0.020	12	995.29	-0.020	26	995.01
2882+00	994.66	0.020	12	994.90	-0.020	26	994.62
2882+25	994.27	0.020	12	994.51	-0.020	26	994.23
2882+50	993.88	0.020	12	994.12	-0.020	26	993.84
2882+75	993.50	0.020	12	993.74	-0.020	26	993.46
2883+00	993.11	0.020	12	993.35	-0.020	26	993.07
2883+25	992.73	0.020	12	992.97	-0.020	26	992.69
2883+50	992.36	0.020	12	992.60	-0.020	26	992.32
2883+75	991.98	0.020	12	992.22	-0.020	26	991.94
2884+00	991.61	0.020	12	991.85	-0.020	26	991.57
2884+25	991.25	0.020	12	991.49	-0.020	26	991.21
2884+50	990.88	0.020	12	991.12	-0.020	26	990.84
2884+75	990.52	0.020	12	990.76	-0.020	26	990.48
2885+00	990.16	0.020	12	990.40	-0.020	26	990.12
2885+25	989.80	0.020	12	990.04	-0.020	26	989.76
2885+50	989.45	0.020	12	989.69	-0.020	26	989.41
2885+75	989.10	0.020	12	989.34	-0.020	26	989.06
2886+00	988.75	0.020	12	988.99	-0.020	26	988.71
2886+25	988.41	0.020	12	988.65	-0.020	26	988.37
2886+50	988.07	0.020	12	988.31	-0.020	26	988.03
2886+75	987.73	0.020	12	987.97	-0.020	26	987.69
2887+00	987.39	0.020	12	987.63	-0.020	26	987.35
2887+25	987.06	0.020	12	987.30	-0.020	26	987.02
2887+50	986.73	0.020	12	986.97	-0.020	26	986.69
2887+75	986.41	0.020	12	986.65	-0.020	26	986.37
2888+00	986.08	0.020	12	986.32	-0.020	26	986.04
2888+25	985.76	0.020	12	986.00	-0.020	26	985.72
2888+50	985.44	0.020	12	985.68	-0.020	26	985.40
2888+75	985.13	0.020	12	985.37	-0.020	26	985.09
2889+00	984.82	0.020	12	985.06	-0.020	26	984.78
2889+25	984.51	0.020	12	984.75	-0.020	26	984.47
2889+50	984.20	0.020	12	984.44	-0.020	26	984.16
2889+75	983.90	0.020	12	984.14	-0.020	26	983.86
2890+00	983.60	0.020	12	983.84	-0.020	26	983.56
2890+25	983.31	0.020	12	983.55	-0.020	26	983.27

2

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2890+50	983.01	0.020	12	983.25	-0.020	26	982.97
2890+75	982.71	0.020	12	982.95	-0.020	26	982.67
2891+00	982.41	0.020	12	982.65	-0.020	26	982.37
2891+25	982.11	0.020	12	982.35	-0.020	26	982.07
2891+50	981.82	0.020	12	982.06	-0.020	26	981.78
2891+75	981.52	0.020	12	981.76	-0.020	26	981.48
2892+00	981.22	0.020	12	981.46	-0.020	26	981.18
2892+25	980.92	0.020	12	981.16	-0.020	26	980.88
2892+50	980.63	0.020	12	980.87	-0.020	26	980.59
2892+75	980.33	0.020	12	980.57	-0.020	26	980.29
2893+00	980.03	0.020	12	980.27	-0.020	26	979.99
2893+25	979.73	0.020	12	979.97	-0.020	26	979.69
2893+50	979.44	0.020	12	979.68	-0.020	26	979.40
2893+75	979.15	0.020	12	979.39	-0.020	26	979.11
2894+00	978.87	0.020	12	979.11	-0.020	26	978.83
2894+25	978.60	0.020	12	978.84	-0.020	26	978.56
2894+50	978.33	0.020	12	978.57	-0.020	26	978.29
2894+75	978.06	0.020	12	978.30	-0.020	26	978.02
2895+00	977.81	0.020	12	978.05	-0.020	26	977.77
2895+25	977.56	0.020	12	977.80	-0.020	26	977.52
2895+50	977.31	0.020	12	977.55	-0.020	26	977.27
2895+75	977.07	0.020	12	977.31	-0.020	26	977.03
2896+00	976.84	0.020	12	977.08	-0.020	26	976.80
2896+25	976.61	0.020	12	976.85	-0.020	26	976.57
2896+50	976.39	0.020	12	976.63	-0.020	26	976.35
2896+75	976.18	0.020	12	976.42	-0.020	26	976.14
2897+00	975.97	0.020	12	976.21	-0.020	26	975.93
2897+25	975.77	0.020	12	976.01	-0.020	26	975.73
2897+50	975.57	0.020	12	975.81	-0.020	26	975.53
2897+75	975.38	0.020	12	975.62	-0.020	26	975.34
2898+00	975.20	0.020	12	975.44	-0.020	26	975.16
2898+25	975.02	0.020	12	975.26	-0.020	26	974.98
2898+50	974.85	0.020	12	975.09	-0.020	26	974.81
2898+75	974.69	0.020	12	974.93	-0.020	26	974.65
2899+00	974.52	0.020	12	974.76	-0.020	26	974.48
2899+25	974.37	0.020	12	974.61	-0.020	26	974.33
2899+50	974.22	0.020	12	974.46	-0.020	26	974.18
2899+75	974.09	0.020	12	974.33	-0.020	26	974.05
2900+00	973.95	0.020	12	974.19	-0.020	26	973.91

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2900+25	973.82	0.020	12	974.06	-0.019	26	973.80
2900+50	973.70	0.020	12	973.94	-0.014	26	973.75
2900+75	973.58	0.020	12	973.82	-0.005	26	973.75
2901+00	973.47	0.020	12	973.71	0.003	26	973.75
2901+25	973.37	0.020	12	973.61	0.011	26	973.77
2901+50	973.27	0.022	12	973.53	0.020	26	973.81
2901+75	973.18	0.028	12	973.51	0.028	26	973.90
2902+00	973.09	0.037	12	973.53	0.036	26	974.03
2902+25	973.01	0.043	12	973.53	0.043	26	974.13
2902+50	972.94	0.046	12	973.49	0.045	26	974.12
2902+75	972.87	0.046	12	973.42	0.046	26	974.06
2903+00	972.81	0.046	12	973.36	0.045	26	973.99
2903+25	972.76	0.045	12	973.30	0.046	26	973.94
2903+50	972.71	0.045	12	973.25	0.046	26	973.89
2903+75	972.66	0.046	12	973.21	0.046	26	973.85
2904+00	972.63	0.045	12	973.17	0.046	26	973.81
2904+25	972.59	0.046	12	973.14	0.046	26	973.78
2904+50	972.56	0.045	12	973.10	0.046	26	973.74
2904+75	972.52	0.046	12	973.07	0.046	26	973.71
2905+00	972.49	0.045	12	973.03	0.046	26	973.67
2905+25	972.45	0.046	12	973.00	0.046	26	973.64
2905+50	972.42	0.045	12	972.96	0.046	26	973.60
2905+75	972.38	0.046	12	972.93	0.046	26	973.57
2906+00	972.35	0.045	12	972.89	0.046	26	973.53
2906+25	972.32	0.045	12	972.86	0.046	26	973.50
2906+50	972.28	0.045	12	972.82	0.046	26	973.46
2906+75	972.25	0.045	12	972.79	0.046	26	973.43
2907+00	972.21	0.045	12	972.75	0.046	26	973.39
2907+25	972.18	0.045	12	972.72	0.046	26	973.36
2907+50	972.14	0.045	12	972.68	0.046	26	973.32
2907+75	972.10	0.046	12	972.65	0.046	26	973.29
2908+00	972.07	0.045	12	972.61	0.046	26	973.25
2908+25	972.04	0.045	12	972.58	0.046	26	973.22
2908+50	972.00	0.046	12	972.55	0.045	26	973.18
2908+75	971.97	0.045	12	972.51	0.046	26	973.15
2909+00	971.93	0.046	12	972.48	0.045	26	973.11
2909+25	971.90	0.045	12	972.44	0.046	26	973.08
2909+50	971.86	0.046	12	972.41	0.045	26	973.04
2909+75	971.83	0.045	12	972.37	0.046	26	973.01

2

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2910+00	971.79	0.046	12	972.34	0.045	26	972.97
2910+25	971.76	0.045	12	972.30	0.046	26	972.94
2910+50	971.72	0.046	12	972.27	0.045	26	972.90
2910+75	971.69	0.045	12	972.23	0.046	26	972.87
2911+00	971.65	0.046	12	972.20	0.045	26	972.83
2911+25	971.62	0.046	12	972.17	0.045	26	972.80
2911+50	971.58	0.046	12	972.13	0.045	26	972.76
2911+75	971.55	0.046	12	972.10	0.045	26	972.73
2912+00	971.51	0.046	12	972.06	0.045	26	972.69
2912+25	971.48	0.046	12	972.03	0.045	26	972.66
2912+50	971.44	0.046	12	971.99	0.045	26	972.62
2912+75	971.41	0.045	12	971.95	0.046	26	972.59
2913+00	971.37	0.046	12	971.92	0.045	26	972.55
2913+25	971.33	0.046	12	971.88	0.046	26	972.52
2913+50	971.29	0.046	12	971.84	0.045	26	972.47
2913+75	971.25	0.045	12	971.79	0.046	26	972.43
2914+00	971.20	0.045	12	971.74	0.046	26	972.38
2914+25	971.15	0.046	12	971.70	0.045	26	972.33
2914+50	971.09	0.046	12	971.64	0.046	26	972.28
2914+75	971.04	0.045	12	971.58	0.046	26	972.22
2915+00	970.98	0.045	12	971.52	0.046	26	972.16
2915+25	970.91	0.046	12	971.46	0.046	26	972.10
2915+50	970.85	0.045	12	971.39	0.046	26	972.03
2915+75	970.78	0.045	12	971.32	0.046	26	971.96
2916+00	970.70	0.046	12	971.25	0.046	26	971.89
2916+25	970.63	0.046	12	971.18	0.045	26	971.81
2916+50	970.55	0.045	12	971.09	0.046	26	971.73
2916+75	970.47	0.045	12	971.01	0.046	26	971.65
2917+00	970.38	0.046	12	970.93	0.045	26	971.56
2917+25	970.30	0.046	12	970.85	0.045	26	971.48
2917+50	970.21	0.046	12	970.76	0.045	26	971.39
2917+75	970.13	0.045	12	970.67	0.046	26	971.31
2918+00	970.04	0.046	12	970.59	0.045	26	971.22
2918+25	969.96	0.045	12	970.50	0.046	26	971.14
2918+50	969.87	0.046	12	970.42	0.045	26	971.05
2918+75	969.79	0.045	12	970.33	0.046	26	970.97
2919+00	969.70	0.045	12	970.24	0.046	26	970.88
2919+25	969.61	0.046	12	970.16	0.046	26	970.80
2919+50	969.53	0.045	12	970.07	0.046	26	970.71

CONCRETE PAVEMENT GRADES EB IH 94

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2919+75	969.45	0.045	12	969.99	0.046	26	970.63
2920+00	969.36	0.045	12	969.90	0.046	26	970.54
2920+25	969.27	0.046	12	969.82	0.046	26	970.46
2920+50	969.19	0.045	12	969.73	0.046	26	970.37
2920+75	969.12	0.045	12	969.66	0.046	26	970.30
2921+00	969.04	0.046	12	969.59	0.046	26	970.23
2921+25	969.00	0.046	12	969.55	0.046	26	970.19
2921+50	968.96	0.045	12	969.50	0.046	26	970.14
2921+75	968.93	0.046	12	969.48	0.046	26	970.12
2922+00	968.93	0.045	12	969.47	0.046	26	970.11
2922+25	968.93	0.046	12	969.48	0.045	26	970.11
2922+50	968.95	0.046	12	969.50	0.045	26	970.13
2922+75	968.98	0.046	12	969.53	0.046	26	970.17
2923+00	969.03	0.045	12	969.57	0.046	26	970.21
2923+25	969.09	0.046	12	969.64	0.045	26	970.27
2923+50	969.16	0.046	12	969.71	0.046	26	970.35
2923+75	969.26	0.046	12	969.81	0.046	26	970.45
2924+00	969.35	0.046	12	969.90	0.046	26	970.54
2924+25	969.48	0.046	12	970.03	0.045	26	970.66
2924+50	969.60	0.046	12	970.15	0.045	26	970.78
2924+75	969.75	0.046	12	970.30	0.046	26	970.94
2925+00	969.90	0.046	12	970.45	0.045	26	971.08
2925+25	970.07	0.046	12	970.62	0.046	26	971.26
2925+50	970.26	0.045	12	970.80	0.046	26	971.44
2925+75	970.47	0.045	12	971.01	0.046	26	971.65
2926+00	970.67	0.046	12	971.22	0.046	26	971.86
2926+25	970.91	0.045	12	971.45	0.044	26	972.07
2926+50	971.14	0.045	12	971.68	0.044	26	972.30
2926+75	971.40	0.046	12	971.95	0.042	26	972.54
2927+00	971.66	0.046	12	972.21	0.041	26	972.79
2927+25	971.94	0.046	12	972.49	0.040	26	973.05
2927+50	972.24	0.045	12	972.78	0.039	26	973.32
2927+75	972.56	0.046	12	973.11	0.033	26	973.57
2928+00	972.87	0.046	12	973.42	0.036	26	973.93
2928+25	973.22	0.046	12	973.77	0.037	26	974.29
2928+50	973.56	0.046	12	974.11	0.036	26	974.61
2928+75	973.94	0.045	12	974.48	0.036	26	974.98
2929+00	974.31	0.045	12	974.85	0.036	26	975.36
2929+25	974.70	0.046	12	975.25	0.036	26	975.76
2929+45				MATCH EXISTING			

CONCRETE PAVEMENT GRADES IH 94 OFFRAMP

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET LEFT	LEFT OFFSET ELEVATION
2930+25E	976.76	0.020	15	977.06
2930+50E	977.17	0.020	15	977.47
2930+75E	977.56	0.023	15	977.9
2931+00E	977.86	0.032	15	978.34
2931+25E	978.09	0.041	15	978.7
2931+50E	978.23	0.046	15	978.92
2931+75E	978.3	0.037	15	978.86
2932+00E	978.28	0.029	15	978.71
2932+25E	978.19	0.019	15	978.47
2932+50E	978.01	0.010	15	978.16
2932+75E	977.76	0.000	15	977.76
2933+00E	977.42	-0.009	15	977.29
2933+25E	977.01	-0.019	15	976.73
2933+50E	976.51	-0.020	15	976.21
2933+75E	975.94	-0.020	15	975.64
2934+00E	975.29	-0.020	15	974.99
2934+25E	974.51	-0.020	15	974.21
2934+50E	973.74	-0.020	15	973.44
2934+75E	972.87	-0.020	15	972.57
2935+00E	971.99	-0.020	15	971.69
2935+25E	971.11	-0.020	15	970.81
2935+50E	970.24	-0.020	15	969.94
2935+75E	969.4	-0.020	15	969.1
2936+00E	968.61	-0.020	15	968.31
2936+25E	967.87	-0.020	15	967.57
2936+50E	967.14	-0.020	15	966.84
2936+75E	966.48	-0.020	15	966.18
2937+00E	965.82	-0.020	15	965.52
2937+25E	965.25	-0.020	15	964.95
2937+50E	964.67	-0.020	15	964.37
2937+75E	964.16	-0.020	15	963.86
2938+00E	963.68	-0.020	15	963.38
2938+25E	963.25	-0.020	15	962.95
2938+50E	962.84	-0.020	15	962.54
2938+75E	962.48	-0.020	15	962.18
2939+00E	962.17	-0.020	15	961.87
2939+25E	961.9	-0.019	15	961.62
2939+50E	961.65	-0.020	15	961.35
2939+75E	961.45	-0.021	15	961.14
2940+00E	961.25	0.000	15	961.25
2940+25E	961.05	-0.007	15	960.95
2940+41E	960.92	-0.001	15	960.91

CONCRETE PAVEMENT GRADES EB USH 12

STATION	REFERENCE LINE	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
506+00B	961.59	0.020	12	961.83	-0.020	26	961.55
506+25B	961.63	0.020	12	961.87	-0.020	26	961.59
506+50B	961.68	0.020	12	961.92	-0.020	26	961.64
506+75B	961.72	0.020	12	961.96	-0.020	26	961.68
507+00B	961.77	0.020	12	962.01	-0.020	26	961.73
507+25B	961.81	0.020	12	962.05	-0.020	26	961.77
507+50B	961.86	0.020	12	962.10	-0.020	26	961.82
507+75B	961.90	0.020	12	962.14	-0.020	26	961.86
508+00B	961.95	0.020	12	962.19	-0.020	26	961.91
508+25B	961.99	0.020	12	962.23	-0.020	26	961.95
508+50B	962.03	0.020	12	962.27	-0.020	26	961.99
508+75B	962.08	0.020	12	962.32	-0.020	26	962.04
509+00B	962.12	0.020	12	962.36	-0.020	26	962.08
509+25B	962.17	0.020	12	962.41	-0.020	26	962.13
509+50B	962.21	0.020	12	962.45	-0.020	26	962.17
509+75B	962.26	0.019	12	962.49	-0.019	26	962.22
510+00B	962.30	0.020	12	962.54	-0.020	26	962.26
510+25B	962.34	0.020	12	962.58	-0.020	26	962.30
510+50B	962.39	0.020	12	962.63	-0.020	26	962.35
510+75B	962.43	0.020	12	962.67	-0.020	26	962.39
511+00B	962.48	0.020	12	962.72	-0.020	26	962.44
511+25B	962.52	0.020	12	962.76	-0.020	26	962.48
511+50B	962.57	0.020	12	962.81	-0.020	26	962.53
511+75B	962.61	0.020	12	962.85	-0.020	26	962.57
512+00B	962.66	0.020	12	962.90	-0.020	26	962.62
512+25B	962.70	0.020	12	962.94	-0.020	26	962.66
512+50B	962.74	0.020	12	962.98	-0.020	26	962.70
512+75B	962.79	0.020	12	963.03	-0.020	26	962.75
513+00B	962.83	0.020	12	963.07	-0.020	26	962.79
513+25B	962.88	0.020	12	963.12	-0.020	26	962.84
513+50B	962.92	0.020	12	963.16	-0.020	26	962.88
513+75B	962.97	0.020	12	963.21	-0.020	26	962.93
514+00B	963.01	0.020	12	963.25	-0.020	26	962.97
514+25B	963.05	0.020	12	963.29	-0.020	26	963.01
514+50B	963.10	0.020	12	963.34	-0.020	26	963.06
514+75B	963.14	0.020	12	963.38	-0.020	26	963.10
515+00B	963.19	0.020	12	963.43	-0.020	26	963.15
515+25B	963.23	0.020	12	963.47	-0.020	26	963.19
515+50B	963.28	0.020	12	963.52	-0.020	26	963.24

CONCRETE PAVEMENT GRADES EB USH 12

STATION	REFERENCE LINE	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
515+75B	963.32	0.020	12	963.56	-0.020	26	963.28
516+00B	963.37	0.020	12	963.61	-0.020	26	963.33
516+25B	963.41	0.020	12	963.65	-0.020	26	963.37
516+50B	963.45	0.020	12	963.69	-0.020	26	963.41
516+75B	963.50	0.020	12	963.74	-0.020	26	963.46
517+00B	963.54	0.020	12	963.78	-0.020	26	963.50
517+25B	963.59	0.020	12	963.83	-0.020	26	963.55
517+50B	963.63	0.020	12	963.87	-0.020	26	963.59
517+75B	963.68	0.020	12	963.92	-0.021	26	963.63
518+00B	963.72	0.020	12	963.96	-0.020	26	963.68
518+25B	963.77	0.020	12	964.01	-0.021	26	963.72
518+50B	963.81	0.020	12	964.05	-0.020	26	963.77
518+75B	963.85	0.020	12	964.09	-0.020	26	963.81
519+00B	963.90	0.020	12	964.14	-0.020	26	963.86
519+25B	963.94	0.020	12	964.18	-0.020	26	963.90
519+50B	963.99	0.020	12	964.23	-0.020	26	963.95
519+75B	964.02	0.020	12	964.26	-0.020	26	963.98
520+00B	964.05	0.020	12	964.29	-0.020	26	964.01
520+25B	964.07	0.020	12	964.31	-0.020	26	964.03
520+50B	964.08	0.020	12	964.32	-0.020	26	964.04
520+75B	964.09	0.020	12	964.33	-0.020	26	964.05
521+00B	964.08	0.020	12	964.32	-0.020	26	964.04
521+25B	964.06	0.020	12	964.30	-0.020	26	964.02
521+50B	964.04	0.020	12	964.28	-0.020	26	964.00
521+75B	964.01	0.020	12	964.25	-0.020	26	963.97
522+00B	963.97	0.020	12	964.21	-0.020	26	963.93
522+25B	963.92	0.020	12	964.16	-0.020	26	963.88
522+50B	963.86	0.020	12	964.10	-0.020	26	963.82
522+75B	963.79	0.020	12	964.03	-0.020	26	963.75
523+00B	963.72	0.020	12	963.96	-0.020	26	963.68
523+25B	963.64	0.020	12	963.88	-0.020	26	963.60
523+50B	963.54	0.020	12	963.78	-0.020	26	963.50
523+75B	963.44	0.020	12	963.68	-0.020	26	963.40
524+00B	963.33	0.020	12	963.57	-0.020	26	963.29
524+25B	963.22	0.020	12	963.46	-0.020	26	963.18
524+50B	963.10	0.020	12	963.34	-0.020	26	963.06
524+75B	962.97	0.020	12	963.21	-0.020	26	962.93
525+00B	962.85	0.020	12	963.09	-0.020	26	962.81
525+25B	962.73	0.020	12	962.97	-0.020	26	962.69

2

2

CONCRETE PAVEMENT GRADES EB USH 12

STATION	REFERENCE LINE	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
525+50B	962.61	0.020	12	962.85	-0.020	26	962.57
525+75B	962.49	0.020	12	962.73	-0.020	26	962.45
526+00B	962.37	0.020	12	962.61	-0.020	26	962.33
526+25B	962.25	0.020	12	962.49	-0.020	26	962.21
526+50B	962.13	0.020	12	962.37	-0.020	26	962.09
526+75B	962.00	0.020	12	962.24	-0.020	26	961.96
527+00B	961.88	0.020	12	962.12	-0.020	26	961.84
527+25B	961.76	0.020	12	962.00	-0.020	26	961.72
527+50B	961.64	0.020	12	961.88	-0.020	26	961.60
527+75B	961.52	0.020	12	961.76	-0.020	26	961.48
528+00B	961.40	0.020	12	961.64	-0.020	26	961.36
528+25B	961.28	0.020	12	961.52	-0.020	26	961.24
528+50B	961.16	0.020	12	961.40	-0.020	26	961.12
528+75B	961.04	0.020	12	961.28	-0.020	26	961.00
529+00B	960.95	0.020	12	961.19	-0.020	26	960.91
529+25B	960.88	0.020	12	961.12	-0.020	26	960.84
529+50B	960.83	0.020	12	961.07	-0.020	26	960.79
529+75B	960.80	0.020	12	961.04	-0.020	26	960.76
530+00B	960.80	0.020	12	961.04	-0.020	26	960.76
530+25B	960.82	0.020	12	961.06	-0.020	26	960.78
530+50B	960.86	0.020	12	961.10	-0.020	26	960.82
530+75B	960.91	0.020	12	961.15	-0.020	26	960.87
531+00B	960.94	0.020	12	961.18	-0.020	26	960.90
531+25B	960.95	0.020	12	961.19	-0.020	26	960.91
531+50B	960.95	0.020	12	961.19	-0.020	26	960.91
531+75B	960.93	0.019	12	961.16	-0.019	26	960.89
532+00B	960.89	0.020	12	961.13	-0.020	26	960.85
532+25B	960.83	0.020	12	961.07	-0.020	26	960.79
532+50B	960.76	0.020	12	961.00	-0.020	26	960.72
532+75B	960.68	0.020	12	960.92	-0.020	26	960.64
533+00B	960.59	0.020	12	960.83	-0.020	26	960.55
533+25B	960.50	0.020	12	960.74	-0.020	26	960.46
533+50B	960.42	0.020	12	960.66	-0.020	26	960.38
533+75B	960.33	0.020	12	960.57	-0.020	26	960.29
534+00B	960.24	0.020	12	960.48	-0.020	26	960.20
534+17B	960.21	0.017	12	960.42	-0.020	26	960.14

CONCRETE PAVEMENT GRADES WB USH 12

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET LEFT	LEFT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET LEFT	LEFT OFFSET ELEVATION
509+01C	962.12	-	0	962.12	-0.020	14	961.84
509+25C	962.15	-0.026	0.5	962.14	-0.020	14.5	961.86
509+50C	962.17	-0.020	1	962.15	-0.020	15	961.87
509+75C	962.20	-0.020	1.5	962.17	-0.020	15.5	961.89
510+00C	962.23	-0.022	1.9	962.19	-0.020	15.9	961.91
510+25C	962.26	-0.021	2.4	962.21	-0.020	16.4	961.93
510+50C	962.29	-0.021	2.9	962.23	-0.020	16.9	961.95
510+75C	962.32	-0.021	3.4	962.25	-0.020	17.4	961.97
511+00C	962.35	-0.019	4	962.28	-0.020	18	962.00
511+25C	962.39	-0.020	4.6	962.30	-0.020	18.6	962.02
511+50C	962.43	-0.021	5.2	962.32	-0.020	19.2	962.04
511+75C	962.47	-0.021	5.8	962.35	-0.020	19.8	962.07
512+00C	962.51	-0.021	6.3	962.38	-0.020	20.3	962.10
512+25C	962.55	-0.011	6.9	962.48	-0.020	20.9	962.20
512+50C	962.59	-0.002	7.5	962.58	-0.020	21.5	962.30
512+75C	962.64	0.004	8.1	962.67	-0.020	22.1	962.39
513+00C	962.68	0.010	8.6	962.77	-0.020	22.6	962.49
513+25C	962.73	0.015	9.2	962.87	-0.020	23.2	962.59
513+50C	962.78	0.019	9.7	962.97	-0.020	23.7	962.69
513+75C	962.83	0.020	10.3	963.04	-0.020	24.3	962.76
514+00C	962.88	0.020	10.8	963.10	-0.020	24.8	962.82
514+25C	962.94	0.019	11.4	963.16	-0.020	25.4	962.89
514+50C	962.99	0.020	11.9	963.23	-0.020	25.9	962.95
514+75C	963.05	0.020	12	963.29	-0.019	26	963.02
515+00C	963.10	0.020	12	963.34	-0.017	26	963.10
515+25C	963.15	0.020	12	963.39	-0.019	26	963.13
515+50C	963.21	0.020	12	963.45	-0.020	26	963.17
515+75C	963.26	0.020	12	963.50	-0.020	26	963.22
516+00C	963.31	0.020	12	963.55	-0.020	26	963.27
516+25C	963.37	0.020	12	963.61	-0.020	26	963.33
516+50C	963.42	0.020	12	963.66	-0.020	26	963.38
516+75C	963.47	0.020	12	963.71	-0.019	26	963.44
517+00C	963.53	0.020	12	963.77	-0.020	26	963.49
517+25C	963.58	0.020	12	963.82	-0.020	26	963.54
517+50C	963.64	0.020	12	963.88	-0.020	26	963.60
517+75C	963.69	0.020	12	963.93	-0.020	26	963.65
518+00C	963.74	0.020	12	963.98	-0.020	26	963.70
518+25C	963.80	0.020	12	964.04	-0.020	26	963.76
518+50C	963.85	0.020	12	964.09	-0.020	26	963.81

CONCRETE PAVEMENT GRADES WB USH 12

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET LEFT	LEFT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET LEFT	LEFT OFFSET ELEVATION
518+75C	963.89	0.020	12	964.13	-0.020	26	963.85
519+00C	963.92	0.020	12	964.16	-0.020	26	963.88
519+25C	963.94	0.020	12	964.18	-0.020	26	963.90
519+50C	963.96	0.020	12	964.20	-0.020	26	963.92
519+75C	963.97	0.020	12	964.21	-0.020	26	963.93
520+00C	963.97	0.020	12	964.21	-0.020	26	963.93
520+25C	963.97	0.020	12	964.21	-0.020	26	963.93
520+50C	963.96	0.020	12	964.20	-0.020	26	963.92
520+75C	963.94	0.020	12	964.18	-0.020	26	963.90
521+00C	963.91	0.020	12	964.15	-0.020	26	963.87
521+25C	963.87	0.020	12	964.11	-0.020	26	963.83
521+50C	963.83	0.020	12	964.07	-0.020	26	963.79
521+75C	963.78	0.020	12	964.02	-0.020	26	963.74
522+00C	963.72	0.020	12	963.96	-0.020	26	963.68
522+25C	963.66	0.020	12	963.90	-0.020	26	963.62
522+50C	963.58	0.020	12	963.82	-0.020	26	963.54
522+75C	963.50	0.020	12	963.74	-0.020	26	963.46
523+00C	963.41	0.020	12	963.65	-0.020	26	963.37
523+25C	963.32	0.020	12	963.56	-0.020	26	963.28
523+50C	963.21	0.020	12	963.45	-0.020	26	963.17
523+75C	963.10	0.020	12	963.34	-0.020	26	963.06
524+00C	962.99	0.020	12	963.23	-0.020	26	962.95
524+25C	962.88	0.020	12	963.12	-0.020	26	962.84
524+50C	962.76	0.020	12	963.00	-0.020	26	962.72
524+75C	962.65	0.020	12	962.89	-0.020	26	962.61
525+00C	962.54	0.020	12	962.78	-0.020	26	962.50
525+25C	962.42	0.020	12	962.66	-0.020	26	962.38
525+50C	962.31	0.020	12	962.55	-0.020	26	962.27
525+75C	962.19	0.020	12	962.43	-0.020	26	962.15
526+00C	962.08	0.020	12	962.32	-0.020	26	962.04
526+25C	961.97	0.020	12	962.21	-0.020	26	961.93
526+50C	961.85	0.020	12	962.09	-0.020	26	961.81
526+75C	961.74	0.020	12	961.98	-0.020	26	961.70
527+00C	961.63	0.020	12	961.87	-0.020	26	961.59
527+25C	961.51	0.020	12	961.75	-0.020	26	961.47
527+50C	961.40	0.020	12	961.64	-0.020	26	961.36
527+75C	961.29	0.020	12	961.53	-0.020	26	961.25
528+00C	961.17	0.020	12	961.41	-0.020	26	961.13
528+25C	961.06	0.020	12	961.30	-0.020	26	961.02

CONCRETE PAVEMENT GRADES WB USH 12

STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET LEFT	LEFT OFFSET ELEVATION	CROSS SLOPE RT	OFFSET LEFT	LEFT OFFSET ELEVATION
528+50C	960.95	0.020	12	961.19	-0.020	26	960.91
528+75C	960.83	0.020	12	961.07	-0.020	26	960.79
529+00C	960.74	0.020	12	960.98	-0.020	26	960.70
529+25C	960.67	0.020	12	960.91	-0.020	26	960.63
529+50C	960.62	0.020	12	960.86	-0.020	26	960.58
529+75C	960.60	0.020	12	960.84	-0.020	26	960.56
530+00C	960.61	0.020	12	960.85	-0.020	26	960.57
530+25C	960.64	0.020	12	960.88	-0.020	26	960.60
530+50C	960.69	0.020	12	960.93	-0.020	26	960.65
530+75C	960.77	0.020	12	961.01	-0.020	26	960.73
531+00C	960.86	0.020	12	961.10	-0.020	26	960.82
531+25C	960.94	0.020	12	961.18	-0.020	26	960.90
531+50C	960.97	0.020	12	961.21	-0.020	26	960.93
531+75C	960.95	0.020	12	961.19	-0.020	26	960.91
532+00C	960.88	0.020	12	961.12	-0.020	26	960.84
532+25C	960.77	0.020	12	961.01	-0.020	26	960.73
532+50C	960.67	0.020	12	960.91	-0.020	26	960.63
532+75C	960.56	0.020	12	960.80	-0.020	26	960.52
533+00C	960.45	0.020	12	960.69	-0.020	26	960.41
533+25C	960.35	0.020	12	960.59	-0.020	26	960.31
533+50C	960.24	0.020	12	960.48	-0.020	26	960.20
533+75C	960.13	0.020	12	960.37	-0.020	26	960.09
534+00C	960.03	0.020	12	960.27	-0.020	26	959.99
534+15C	959.96	0.020	12	960.20	-0.020	26	959.92

CONCRETE PAVEMENT GRADES IH 94 WB ONRAMP				
STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET RIGHT	RIGHT OFFSET ELEVATION
2934+00D	963.07	0.035	15	963.60
2934+25D	962.79	0.033	15	963.28
2934+50D	962.58	0.026	15	962.97
2934+75D	962.44	0.014	15	962.65
2935+00D	962.33	0.001	15	962.34
2935+25D	962.25	-0.005	15	962.17
2935+50D	962.49	0.019	15	962.78
2935+69D	962.87	-0.007	15	962.76

CONCRETE PAVEMENT GRADES IH 94 EB ONRAMP				
STATION	REFERENCE LINE ELEVATION	CROSS SLOPE RT	OFFSET LEFT	LEFT OFFSET ELEVATION
2940+10F	960.96	0.000	15	960.96
2940+25F	961.16	-0.001	15	961.14
2940+50F	960.83	-0.015	15	960.60
2940+75F	960.68	0.020	15	960.98
2941+00F	960.61	0.020	15	960.91
2941+25F	960.62	0.020	15	960.92
2941+50F	960.7	0.020	15	961.00
2941+75F	960.86	0.020	15	961.16
2942+00F	961.1	0.020	15	961.40
2942+06F	961.17	0.020	15	961.47

2

2

2

LEGEND

EROSION MAT CLASS II TYPE B
CULVERT PIPE CHECK
DITCH DIRECTION
SILT FENCE
TEMPORARY DITCH CHECKS

N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

IH 94

2615A

2620A

2625A

SLOPE INTERCEPT

2615

2620

2625

IH 94

IH 94

SLOPE INTERCEPT

R/W

PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 64	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\022001_EC.DWG PLOT DATE : 7/1/2015 7:27 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND

CULVERT CHECK

TEMPORARY DITCH CHECK

DITCH DIRECTION

N

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING # 30, FERT TYPE B AND MULCH UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

2625A 2630A IH 94 2635A IH 94 2640A

2625 2630 IH 94 2635 IH 94 2640

SIGN

SLOPE INTERCEPT

R/W

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	EROSION CONTROL	SHEET 65	E

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

LEGEND

- TEMPORARY DITCH CHECK
- EROSION MAT CLASS II TYPE B
- CULVERT PIPE CHECK
- DITCH DIRECTION

N

SLOPE INTERCEPT

IH 94 2640A

2645A

IH 94 2650A

2640

2645

2650

IH 94

IH 94

SLOPE INTERCEPT

R/W

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	EROSION CONTROL	SHEET 66	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\022001_EC.DWG PLOT DATE : 7/1/2015 7:28 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- TEMPORARY DITCH CHECKS
- EROSION MAT CLASS II TYPE B
- CULVERT PIPE CHECK
- SILT FENCE
- DITCH DIRECTION
- INLET PROTECTION TYPE A

N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

SIGN

IH 94

2655A

2655

2660A

2660

2665A

2665

R/W

SLOPE INTERCEPT

RIPRAP MEDIUM

RIPRAP MEDIUM

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	EROSION CONTROL	SHEET 67	E

2

2

LEGEND

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

DITCH DIRECTION

N

2670A

IH 94

2675A

2680A

IH 94

SLOPE INTERCEPT

2670

2675

2680

IH 94

IH 94

SIGN

SIGN

SLOPE INTERCEPT

R/W

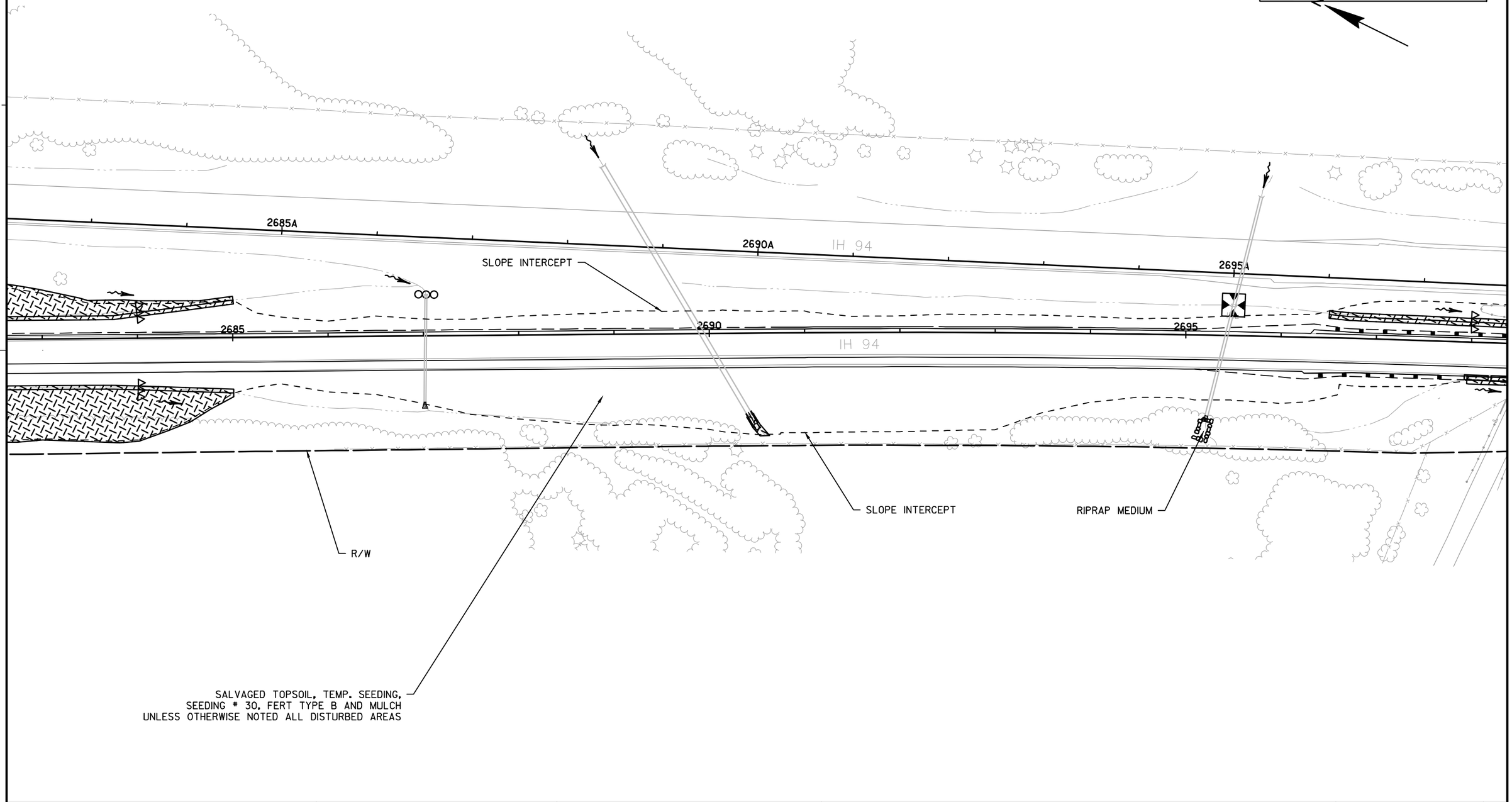
SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 68	E

2

LEGEND

- TEMPORARY DITCH CHECKS
- EROSION MAT CLASS II TYPE B
- CULVERT PIPE CHECK
- DITCH DIRECTION
- INLET PROTECTION TYPE A



PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	EROSION CONTROL	SHEET 69	E

2

LEGEND

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

DITCH DIRECTION

N

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING # 30, FERT TYPE B AND MULCH UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

IH 94

2700A

2705A

2710A

2700

2705

2710

SLOPE INTERCEPT

R/W

SHPO COMMITMENT AREA 47 M064:
STA. 2706+00 TO STA. 2715+00
WITHIN ROW LIMITS. ARCHITECTURAL/
HISTORICAL COORDINATOR REQUIRED

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 70	E

2

2

LEGEND

TEMPORARY DITCH CHECKS

EROSION MAT CLASS II TYPE B

DITCH DIRECTION

INLET PROTECTION TYPE A

N

SLOPE INTERCEPT

2715A

2720A

2725A

2715

2720

2725

IH 94

SIGN

R/W

SLOPE INTERCEPT

SHPO COMMITMENT AREA 47 M064:
STA. 2706+00 TO STA. 2715+00
WITHIN ROW LIMITS. ARCHITECTURAL/
HISTORICAL COORDINATOR REQUIRED

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 71	E

2

LEGEND

- TEMPORARY DITCH CHECKS
- EROSION MAT CLASS II TYPE B
- CULVERT PIPE CHECK
- DITCH DIRECTION
- INLET PROTECTION TYPE A

N

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING # 30, FERT TYPE B AND MULCH UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

IH 94

2730A

2735A

2740A

2730

2735

2740

IH 94

IH 94

IH 94

GN

SIGN

SIGN

SIGN

R/W

SLOPE INTERCEPT

SHPO COMMITMENT AREA 47 M065:
STA. 2736+00 TO STA. 2741+00
WITHIN ROW LIMITS. ARCHITECTURAL/
HISTORICAL COORDINATOR REQUIRED

PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 72	E

2

2

LEGEND

- TEMPORARY DITCH CHECKS
- EROSION MAT CLASS II TYPE B
- DITCH DIRECTION
- SILT FENCE
- INLET PROTECTION TYPE A

N

DESTINY AVE

SLOPE INTERCEPT

SLOPE INTERCEPT

2745A

IH 94

2750A

IH 94

2755A

2745

2750

2755

IH 94

IH 94

USH 12

SLOPE INTERCEPT

RIPRAP LIGHT

R/W

SLOPE INTERCEPT

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 73	E

2

2

LEGEND

- TEMPORARY DITCH CHECKS
- EROSION MAT CLASS II TYPE B
- DITCH DIRECTION
- SILT FENCE
- INLET PROTECTION TYPE A

N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

2760A IH 94 2765A 2770A IH 94

2760 2765 2770

IH 94 IH 94

SLOPE INTERCEPT

R/W

ELSWORTH RD

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	EROSION CONTROL	SHEET 74	E

2

2

N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

IH 94

2775A

2780A

IH 94

2785A

2775

2780

2785

94

IH 94

SLOPE INTERCEPT

R/W

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	EROSION CONTROL	SHEET 75	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\022001_EC.DWG PLOT DATE : 7/1/2015 7:33 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TEMPORARY DITCH CHECKS
- EROSION MAT CLASS II TYPE B
- CULVERT PIPE CHECK
- DITCH DIRECTION
- SILT FENCE
- INLET PROTECTION TYPE A

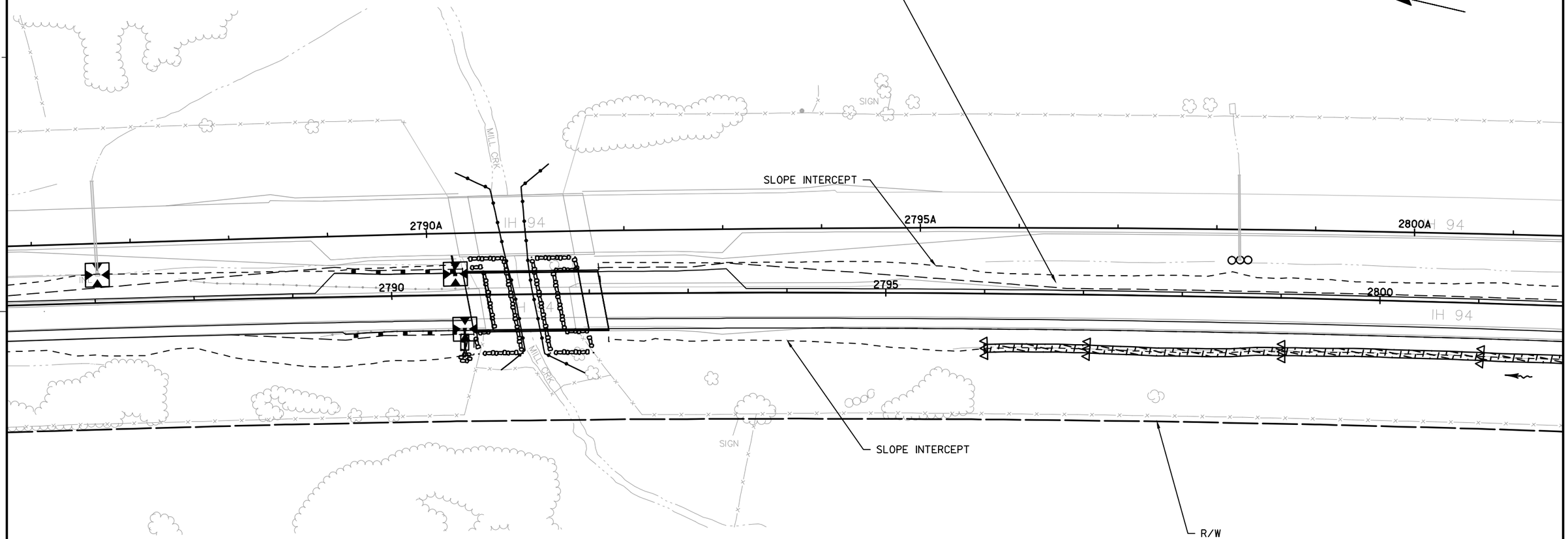
N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

SLOPE INTERCEPT

R/W



PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	EROSION CONTROL	SHEET 76	E

2

LEGEND

- TEMPORARY DITCH CHECK
- EROSION MAT CLASS II TYPE B
- CULVERT PIPE CHECK
- DITCH DIRECTION

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING # 30, FERT TYPE B AND MULCH UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

N

SLOPE INTERCEPT

2805A

IH 94

2810A

2815A

2805

2810

2815

IH 94

SIGN

SIGN

SLOPE INTERCEPT

R/W

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	EROSION CONTROL	SHEET 77	E

2

LEGEND

- TEMPORARY DITCH CHECKS
- EROSION MAT CLASS II TYPE B
- CULVERT PIPE CHECK
- DITCH DIRECTION
- INLET PROTECTION TYPE A

N

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

2815A 2820A IH 94 2825A IH 94 2830A

2820 2825 2830

IH 94 IH 94

RIPRAP LIGHT

SLOPE INTERCEPT

R/W

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	EROSION CONTROL	SHEET 78	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\022001_EC.DWG PLOT DATE : 7/1/2015 7:34 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

- TEMPORARY DITCH CHECKS
- EROSION MAT CLASS II TYPE B
- CULVERT PIPE CHECK
- DITCH DIRECTION
- INLET PROTECTION TYPE A

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING # 30, FERT TYPE B AND MULCH UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

N

2830A IH 94 2835A 2840A IH 94 2845A

30 2835 2840 2845

IH 94 IH 94

SLOPE INTERCEPT

R/W

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	EROSION CONTROL	SHEET 79	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\022001_EC.DWG PLOT DATE : 7/1/2015 7:35 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TEMPORARY DITCH CHECK
- EROSION MAT CLASS II TYPE B
- CULVERT PIPE CHECK
- DITCH DIRECTION

N

2860A
2855A
2850A
2845A
IH 94
SLOPE INTERCEPT
2850
2855
2845
2850
IH 94
SIGN
PIPE
SLOPE INTERCEPT
R/W
SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	EROSION CONTROL	SHEET 80	E

2

2

LEGEND

- TEMPORARY DITCH CHECK
- EROSION MAT CLASS II TYPE B
- CULVERT PIPE CHECK
- DITCH DIRECTION

N

2865A

2860A

IH 94

SLOPE INTERCEPT

2860

2865

2870

2875

IH 94

IH 94

SLOPE INTERCEPT

R/W

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	EROSION CONTROL	SHEET 81	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\022001_EC.DWG PLOT DATE : 7/1/2015 7:36 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EROSION MAT CLASS II TYPE B

CULVERT PIPE CHECK

DITCH DIRECTION

SILT FENCE

N

2875A

2880A

2885A

SIGN

IH 94

SLOPE INTERCEPT

2875

2880

2885

IH 94

SIGN

SLOPE INTERCEPT

R/W

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 82	E

2

2

LEGEND

EROSION MAT CLASS II TYPE B
CULVERT PIPE CHECK
DITCH DIRECTION
SILT FENCE

N

IH 94

2890A

2895A

2900A

SLOPE INTERCEPT

SIGN

2890

2895

2900

IH 94

IH 94

SIGN

SIGN

SLOPE INTERCEPT

R/W

SEPTIC

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	EROSION CONTROL	SHEET 83	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\022001_EC.DWG PLOT DATE : 7/1/2015 7:37 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EROSION MAT CLASS II TYPE B
TEMPORARY DITCH CHECK
CULVERT PIPE CHECK
DITCH DIRECTION
INLET PROTECTION TYPE A

N

2905A
2910A
2915A
2905
2910
2915
IH 94
SLOPE INTERCEPT
SLOPE INTERCEPT
R/W
SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 84	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\022001_EC.DWG PLOT DATE : 7/1/2015 7:37 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

EROSION MAT CLASS II TYPE B

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

DITCH DIRECTION

INLET PROTECTION TYPE A

N

ENDIVE AVE

ENDIVE AVE

A/C

IH 94

IH 94

IH 94

2920A

2925A

2930A

2920

2925

2930

2930

SLOPE INTERCEPT

SIGN

SLOPE INTERCEPT

R/W

LIGHT RIPRAP

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 85	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\022001_EC.DWG PLOT DATE : 7/1/2015 7:38 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- EROSION MAT CLASS II TYPE B
- DITCH DIRECTION
- INLET PROTECTION TYPE A

SLOPE INTERCEPT

SLOPE INTERCEPT

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

LIGHT RIPRAP

SLOPE INTERCEPT

R/W

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 86	E

2

LEGEND

- TEMPORARY DITCH CHECKS
- EROSION MAT CLASS II TYPE B
- DITCH DIRECTION
- INLET PROTECTION TYPE A

N

VANDERVORT ST

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

SLOPE INTERCEPT

I 94

2945A

2950A

2955A

2945

2950

2955

2960

MH

W

INL

FILLER CAP

SIGN

CANOPY

SCALE

STH 21

PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 87	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\022001_EC.DWG PLOT DATE : 7/1/2015 7:40 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

EROSION MAT CLASS II TYPE B

DITCH DIRECTION

TEMPORARY DITCH CHECKS

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING * 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

N

R/W

SLOPE INTERCEPT

FOOTBRIDGE

505B

510C

510B

515C

515B

USH 12

USH

USH

R/W

SLOPE INTERCEPT

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	EROSION CONTROL	SHEET 88	E

2

LEGEND

- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- EROSION MAT CLASS II TYPE B
- DITCH DIRECTION
- INLET PROTECTION TYPE A

SALVAGED TOPSOIL, TEMP. SEEDING, SEEDING # 30, FERT TYPE B AND MULCH UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

R/W

SLOPE INTERCEPT

E ANDRES ST.

W ANDRES ST.

USH 12

520C

520B

525C

525B

530C

530B

2940A

2940

2935A

2935

I 94

SERVICE ROAD

MH

INL

SIGN

N

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL	SHEET 89	E

LEGEND

TEMPORARY DITCH CHECKS

SLOPE INTERCEPT

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

R/W

N

505B

USH 12

PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	EROSION CONTROL USH 12 WB WIDENING	SHEET 90	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\022005_EC.DWG PLOT DATE : 7/1/2015 8:46 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

TEMPORARY DITCH CHECKS

N

R/W

FOOTBRIDGE

SLOPE INTERCEPT

510C
510B

SALVAGED TOPSOIL, TEMP. SEEDING,
SEEDING # 30, FERT TYPE B AND MULCH
UNLESS OTHERWISE NOTED ALL DISTURBED AREAS

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL USH 12 WB WIDENING	SHEET 91	E

LEGEND

INLET PROTECTION TYPE C

N

535C

535B

5II

5HH

PT: 3+15.12II

PC: 3+40.16II

PT: 3+45.96HH

PC: 3+72.00HH

PT: 5+55.90II

PT: 5+81.42HH

EP: 6+20.32HH

EP: 6+41.83II

SLOPE INTERCEPT

USH 12

FOOTBRIDGE

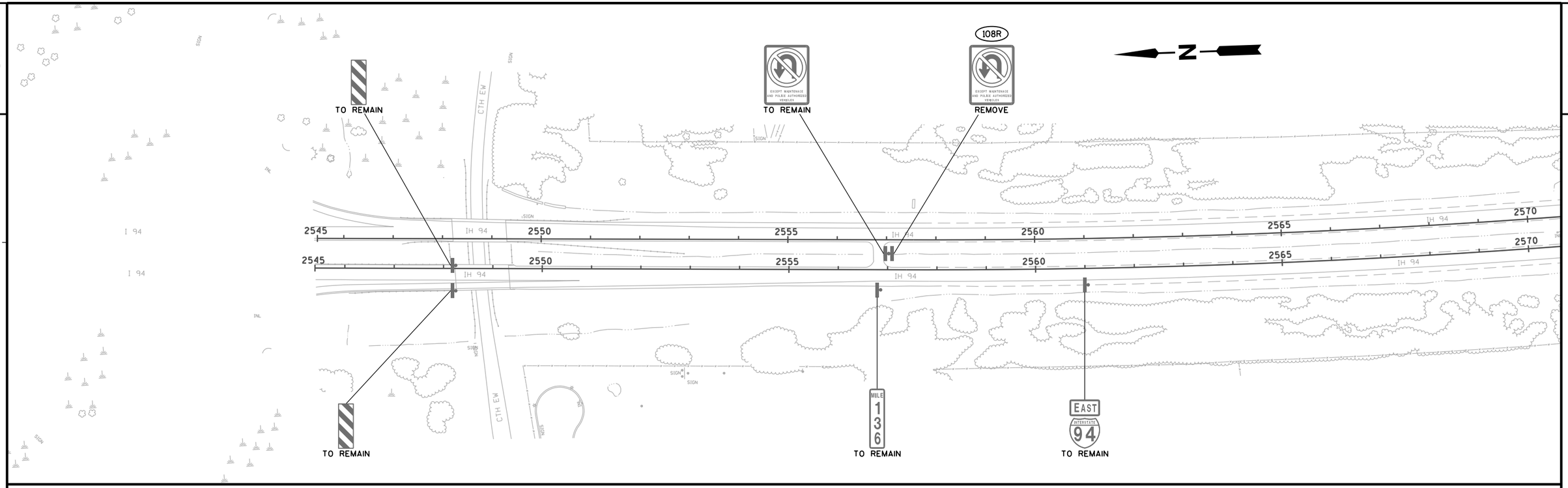
MH

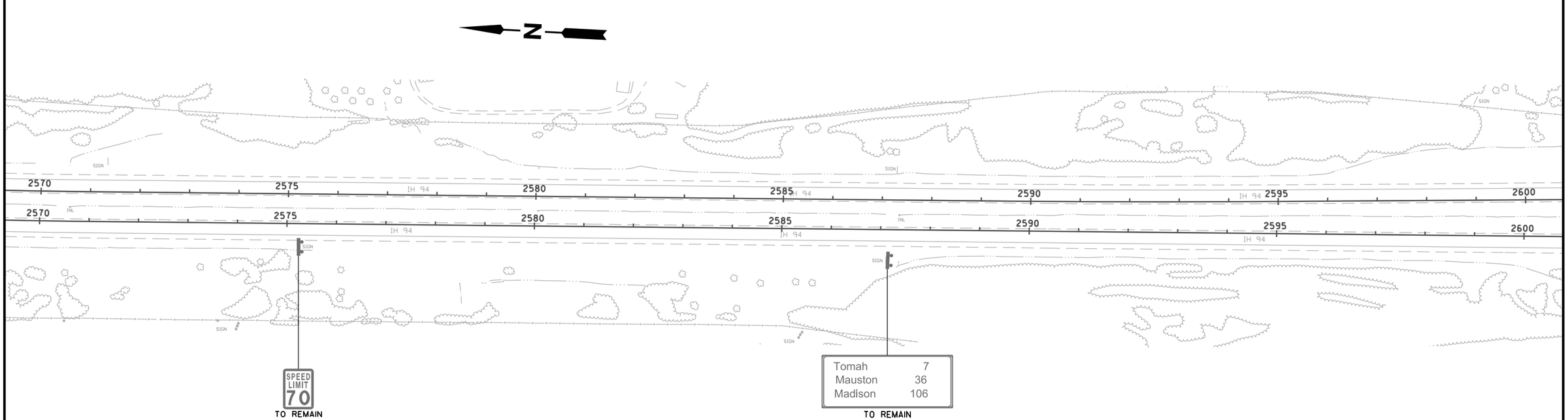
INL

SIGN

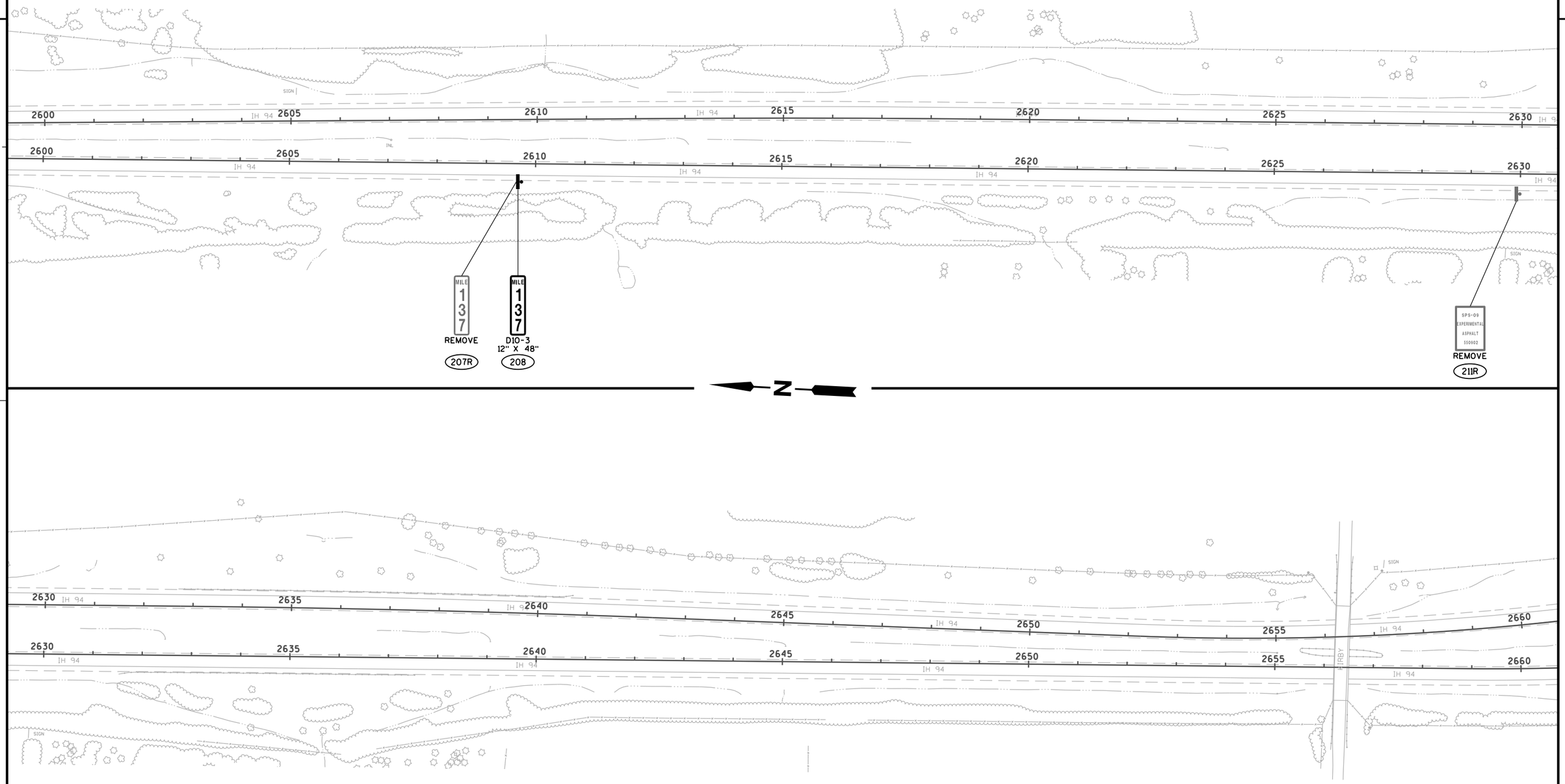
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EROSION CONTROL USH 12 CROSSOVER	SHEET 92	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\022005_EC.DWG PLOT DATE : 7/1/2015 8:47 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:40 FT

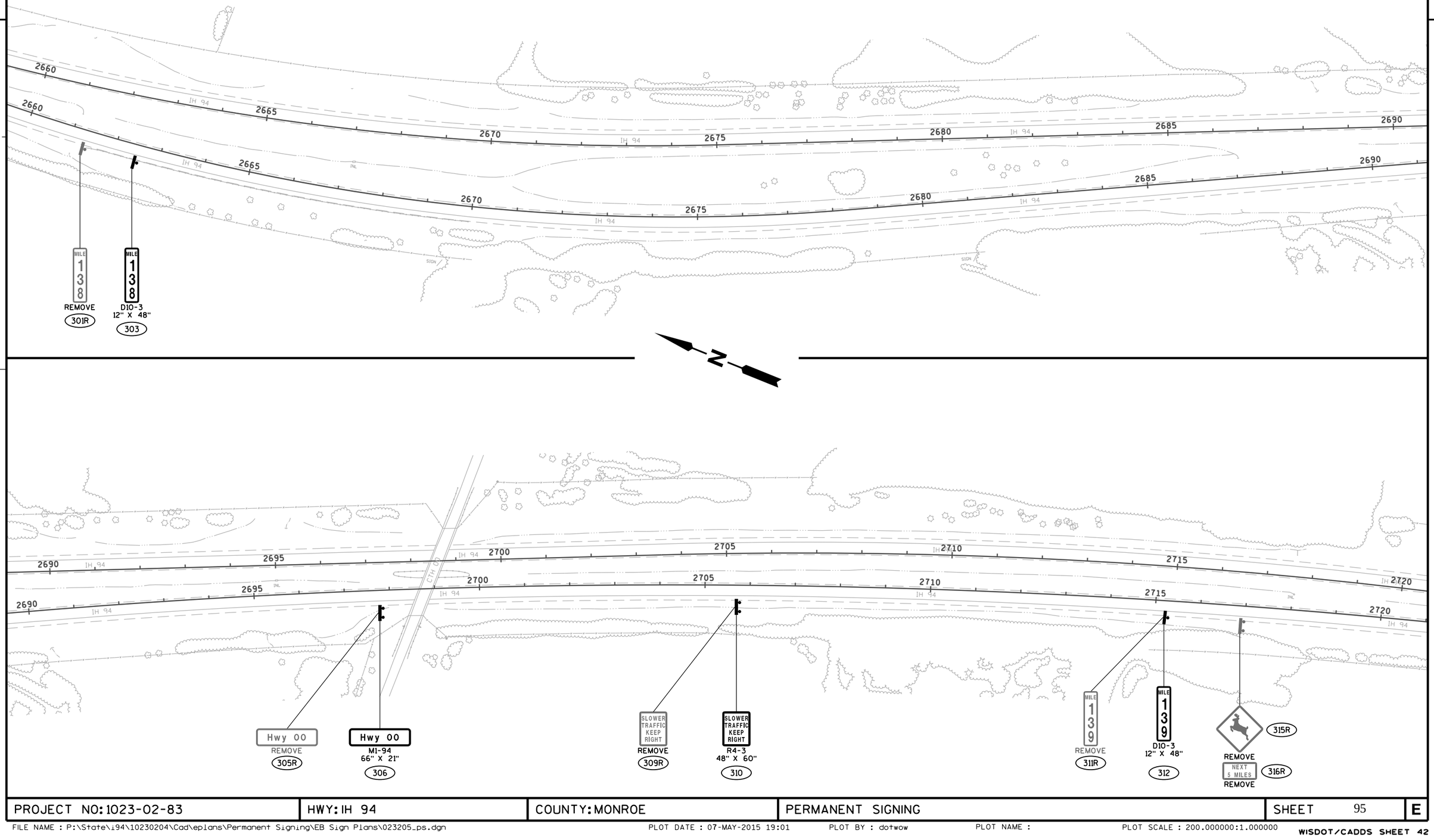

I08R
N
TO REMAIN
TO REMAIN
REMOVE
TO REMAIN
TO REMAIN
TO REMAIN
MILE 136
EAST INTERSTATE 94
CTH EW
IH 94
2545
2550
2555
2560
2565
2570
SIGN


N
2570
2575
2580
2585
2590
2595
2600
IH 94
SIGN
SPEED LIMIT 70
TO REMAIN
Tomah 7
Mauston 36
Madison 106
TO REMAIN

2



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET 94	E


2660
2665
2670
2675
2680
2685
2690
IH 94
INL
SIGN
MILE 138
REMOVE 301R
D10-3 12" X 48" 303
2690
2695
2700
2705
2710
2715
2720
CTH O
Hwy 00
REMOVE 305R
Hwy 00
M1-94 66" X 21" 306
SLOWER TRAFFIC KEEP RIGHT
REMOVE 309R
SLOWER TRAFFIC KEEP RIGHT
R4-3 48" X 60" 310
MILE 139
REMOVE 311R
D10-3 12" X 48" 312
315R
REMOVE
NEXT 5 MILES
316R
REMOVE

2

404R
REMOVE
405R
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
REMOVE

407R
REMOVE
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
408R
REMOVE

414R
REMOVE

DESTINY AVE

IH 94 2720 2725 IH 94 2730 2735 IH 94 2740 2745 IH 94 2750
INL
2720 IH 94 2725 IH 94 2730 2735 IH 94 2740 2745 IH 94 2750

SIGN SIGN SIGN SIGN

US 12
REMOVE
411R

USH 12

EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
R3-4B
36" X 48"
406

Hwy 12
M1-94
54" X 21"
412

REMOVE
413R

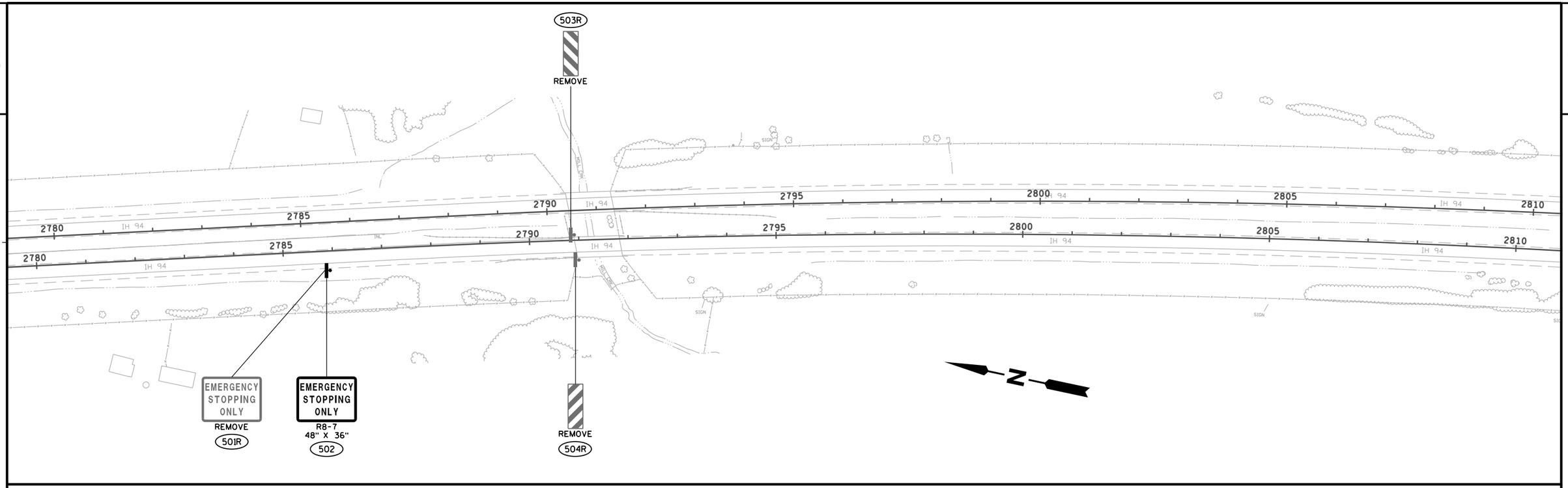
IH 94 2750 IH 94 2755 2760 IH 94 2765 2770 IH 94 2775 2780
INL
2750 IH 94 2755 2760 IH 94 2765 2770 IH 94 2775 2780

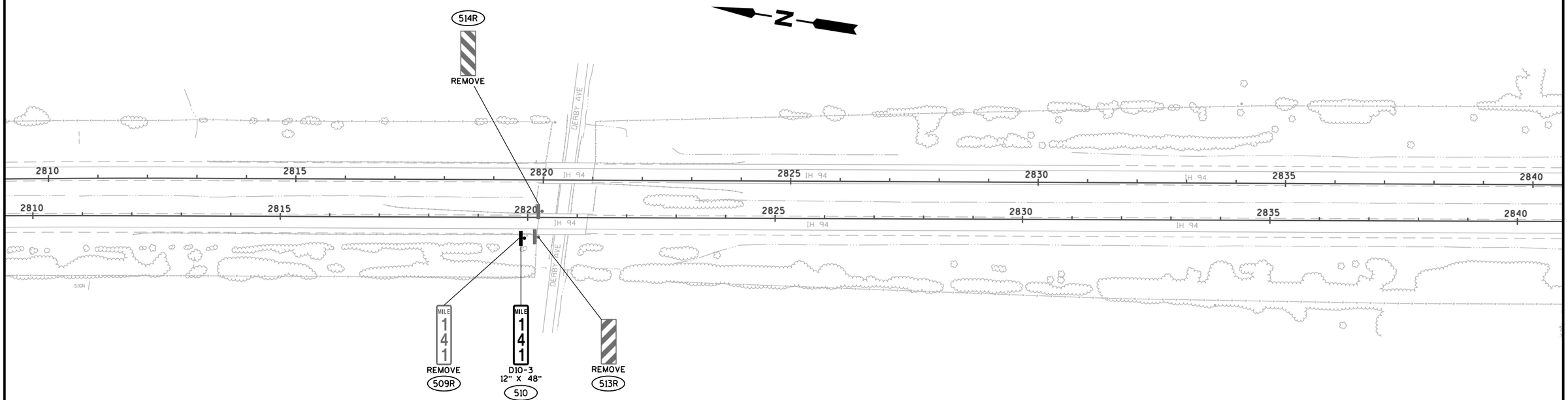
ELSWORTH RD

MILE 140
REMOVE
419R

MILE 140
D10-3
12" X 48"
420

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET 96	E





PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET 97	E

FILE NAME : P:\State\i94\10230204\Cad\eplans\Permanent Signing\EB Sign Plans\023209_ps.dgn PLOT DATE : 07-MAY-2015 19:07 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 200.000000:1.000000

602R REMOVE

603R EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES REMOVE

604R REMOVE

605R EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES REMOVE

2840 2845 2850 2855 2860 2865 2870 IH 94

R3-4B
36" X 48"
606

S.I.S. LODGING
Lodging-Exit 143
TO REMAIN

609R

EXIT 143
12 21
Tomah
Necedah
1 MILE
610R
REMOVE

E1-5 607
10' X 2'-6"

EXIT 143
12 21
Tomah
Necedah
1 MILE

E1-1A
14' X 13'-6"
608

2870 2875 2880 2885 2890 2895 2900 IH 94

615
HOSPITAL
EXIT 143
E10-61
144" X 54"

611R MILE 142 REMOVE

612 MILE 142 D10-3 12" X 48"

618R
VA Medical Center
Fort McCoy
EXIT 143
REMOVE

619
VA Medical Center
Amtrak Station
EXIT 143
E3-1
19' X 7'-6"

620R
HOSPITAL
EXIT 143
REMOVE

621
Fort McCoy
State Patrol
Academy
EXIT 143
E3-1
13' X 10'

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET 98	E

2

706R
REMOVE

708
R3-4B
36" X 48"

S.I.S. FOOD
Food-Exit 143
TO REMAIN

703R
Amtrak Station
State Patrol
Academy
EXIT 143
REMOVE

S.I.S. GAS
Gas-Exit 143
MOVE TO STA 2912+25 (BY OTHERS)

E1-5
10' X 2'-6"
E1-1A
11' X 16'
EXIT 143
12 21
Tomah ↗
Necedah
711
712

EXIT 143
12 21
Tomah ↗
Necedah
713R
714R
REMOVE

MILE
143
REMOVE
715R

MILE
143
D10-3
12" X 48"
717

PEDESTRIANS
BICYCLES
NON MOTORIZED TRAFFIC
MOTOR BICYCLES
PROHIBITED
TO REMAIN

NO PARKING
ON RAMP
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
TO REMAIN

TO REMAIN

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET 99	E

FILE NAME : P:\State\i94\10230204\Cad\eplans\Permanent Signing\EB Sign Plans\023213_ps.dgn PLOT DATE : 07-MAY-2015 19:12 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 200.000000:1.000000

2

2

SIGN
SIGN
2935D
2930D
2930A
2935A
2930
2935
2930E
IH 94
IH 94
IH 94
2940A
2940
2935E
2940E
25B
USH 12
USH 12
USH 12
SERVICE ROAD
SIGN
MH
530C
530B
535C
535B
N

801R
EXIT 143
REMOVE

802R
ALTERNATE INTERSTATE 90
REMOVE

803R
ALTERNATE INTERSTATE 94
REMOVE

804
EXIT 143
E5-1A
96" X 60"

805
ALTERNATE INTERSTATE 90
JV-F
36" X 81"

806
ALTERNATE INTERSTATE 94
JV-F
36" X 81"

807R
REMOVE

808
W3-1
48" X 48"

809R
NO PARKING ON RAMP
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
REMOVE

810
NO PARKING ON RAMP
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
R7-64
48" X 30"

811R
VA Medical Center →
Fort McCoy →
REMOVE

812
VA Medical Center →
Fort McCoy →
D1-2
108" X 30"

S.I.S. LODGING
Lodging
TO REMAIN

813R
Amtrak Station →
State Patrol Academy →
REMOVE

814
Amtrak Station →
State Patrol Academy →
D1-2
102" X 36"

815R
← Black River Falls
Tomah
Necedah →
REMOVE

816
← Black River Falls
Tomah
Necedah →
D1-3
108" X 36"

S.I.S. FOOD
Food
TO REMAIN

817R
ALTERNATE INTERSTATE 90
ALTERNATE INTERSTATE 94
REMOVE

818
ALTERNATE INTERSTATE 90
ALTERNATE INTERSTATE 94
J2-2
48" X 57"

819R
WRONG WAY
REMOVE

820
WRONG WAY
R5-1A
36" X 24"

821R
WRONG WAY
REMOVE

822
WRONG WAY
R5-1A
36" X 24"

S.I.S. GAS
Gas
TO REMAIN

823R
REMOVE

824
W1-6
48" X 24"

825R
STOP
REMOVE

826R
DIVIDED HIGHWAY
REMOVE

827
STOP
R1-1
36" X 36"

828
DIVIDED HIGHWAY
R6-3
30" X 24"

829R
WEST EAST TO
12 12 21 H
REMOVE

830
WEST EAST TO
12 12 21 H
J3-4
96" X 57"

831R
ONE WAY
REMOVE

832
ONE WAY
R6-2L
24" X 30"

833R
STOP
REMOVE

834
STOP
R1-1
36" X 36"

835R
REMOVE

836
R3-1
24" X 24"

837R
DO NOT ENTER
REMOVE

838
DO NOT ENTER
R5-1
30" X 30"

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET 100	E

2

2

*SIGN MOUNTER ON BACK SIDE OF STOP SIGN POST.

N

902
W6-3
36" X 36"

906
SPEED LIMIT 55
R2-1
24" X 30"

907R
SPEED LIMIT 55
REMOVE

908
DO NOT ENTER
R5-1
36" X 36"

909R
DO NOT ENTER
REMOVE

910R
REMOVE

917
WRONG WAY
R5-1A
42" X 30"

918
W6-2
36" X 36"

919R
ALTERNATE INTERSTATE 94
REMOVE

921
922
W4-2L
36" X 36"

923R
925R
REMOVE

924R
SPEED LIMIT 45
REMOVE

932R
ONE WAY
REMOVE

933
ONE WAY
R6-1L
36" X 12"

934
STOP
R1-1
36" X 36"

935R
STOP
REMOVE

936
DIVIDED HIGHWAY
R6-3
30" X 24"

937R
DIVIDED HIGHWAY
REMOVE

FOOTBRIDGE

505B
510C
510B
515C
515B
520C
520B
USH 12
USH 12
W ANDRES ST.

901R
JCT INTERSTATE 94
REMOVE

903
Tomah
Population 9093
I2-3
60" X 24"

905R
SPEED LIMIT 45
REMOVE

904
SPEED LIMIT 45
R2-1
36" X 48"

913R
REMOVE

911
R4-7
36" X 48"

912
W5-54
18" X 18"

914
JCT INTERSTATE 94
J1-1
36" X 57"

915R
EAST EAST TO WEST INTERSTATE 94 12 21 94
REMOVE

916
EAST EAST WEST INTERSTATE 94 12 94
USE LEFT LANE
J2-3
108" X 90"

920
WRONG WAY
R5-1A
42" X 30"

927R
SPEED LIMIT 45
REMOVE

926
SPEED LIMIT 45
R2-1
36" X 48"

928R
Tomah
Population 9093
REMOVE

929
DO NOT ENTER
R5-1
36" X 36"

931R
REMOVE

930
R4-7
36" X 48"

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET 101	E

2

N

1008 DO NOT ENTER R5-1 36" X 36"

1006 R4-7 36" X 48"

1007R REMOVE

1009R DO NOT ENTER REMOVE

1012 SPONSOR Wal-Mart DC 6065 Tomah WI I55-56 30" X 36"

1013R SPONSOR Wal-Mart DC 6065 Tomah WI REMOVE

1016 WRONG WAY R5-1A 42" X 30"

1017 LEFT LANE ENDS W9-1L 36" X 36"

1020 WEST ALTERNATE 12 94 J4-2 72" X 54"

1021 1023 WEST 94 J3-1 36" X 84"

1022R 1024R WEST 94 REMOVE

1025R 1026R REMOVE

1029 ← Eau Clair D1-1 96" X 21"

1030R ← Eau Clair REMOVE

1032R WEST 94 REMOVE

1031 WEST WEST ALTERNATE 94 12 94 J2-3 108" X 84"

1045 WEST 12 J3-1 24" X 57"

1046R WEST 12 REMOVE

1047R ALTERNATE 94 REMOVE

1055 DO NOT ENTER R5-1 36" X 36"

1056R DO NOT ENTER REMOVE

1057 1058R EAST 94 J3-1 36"x84" REMOVE

1059 ↑ Eau Clair Madison → D1-2 96" X 36"

1060R ↑ Eau Clair Madison → REMOVE

1066 STOP R1-1 36" X 36"

1067R STOP REMOVE

1068 DIVIDED HIGHWAY R6-3A 30" X 24"

1069R DIVIDED HIGHWAY REMOVE

E ANDRES ST

SERVICE ROAD

I 94

IH 94

IH 64

USH 12

2940A

2940

2940E

2935D

2935A

2935

2935E

520C 520B 525C 525B 530C 530B 535C 535B

W ANDRES ST

1005R ONE WAY REMOVE

1000 ONE WAY R6-1L 36" X 12" *

1001 STOP R1-1 36" X 36"

1002R STOP REMOVE

1003 DIVIDED HIGHWAY R6-3 30" X 24"

1004R DIVIDED HIGHWAY REMOVE

1010 ↑ Madison Eau Claire → D1-2 96" X 36"

1011R ↑ Tomah Madison Eau Claire → REMOVE

1014 SPONSOR Star Gazers 4-H Monroe County I55-56 30" X 36"

1015R SPONSOR Star Gazers 4-H Monroe County REMOVE

1018 WEST 94 J3-1 36" X 84"

1019R WEST 94 REMOVE

1027 EAST 94 J2-1 36" X 84"

1028R EAST 94 REMOVE

1033 ← Madison D1-1 84" X 21"

1034R ← Madison REMOVE

1035 WRONG WAY R5-1A 42" X 30"

1036R WRONG WAY REMOVE

1037 1041 EAST 94 J3-1 36"x84"

1038R 1042R EAST 94 REMOVE

1039 DO NOT ENTER R5-1 36" X 36"

1040R DO NOT ENTER REMOVE

1043 R4-7 36" X 48"

1044R REMOVE

1048 R4-7 36" X 48"

1049 R3-2 36" X 36"

1050R REMOVE

1054R ALTERNATE 90 94 REMOVE

1053R JCT EAST 21 12 REMOVE

1051 W3-3 36" X 36"

1052R REMOVE

1061 JCT 21 J1-1 36" X 57"

1064 ONE WAY R6-2L 24" X 30"

1065R ONE WAY REMOVE

1063 SPEED LIMIT 45 R2-1 36" X 48"

1062R SPEED LIMIT 45 REMOVE

SIGN

MH

INL

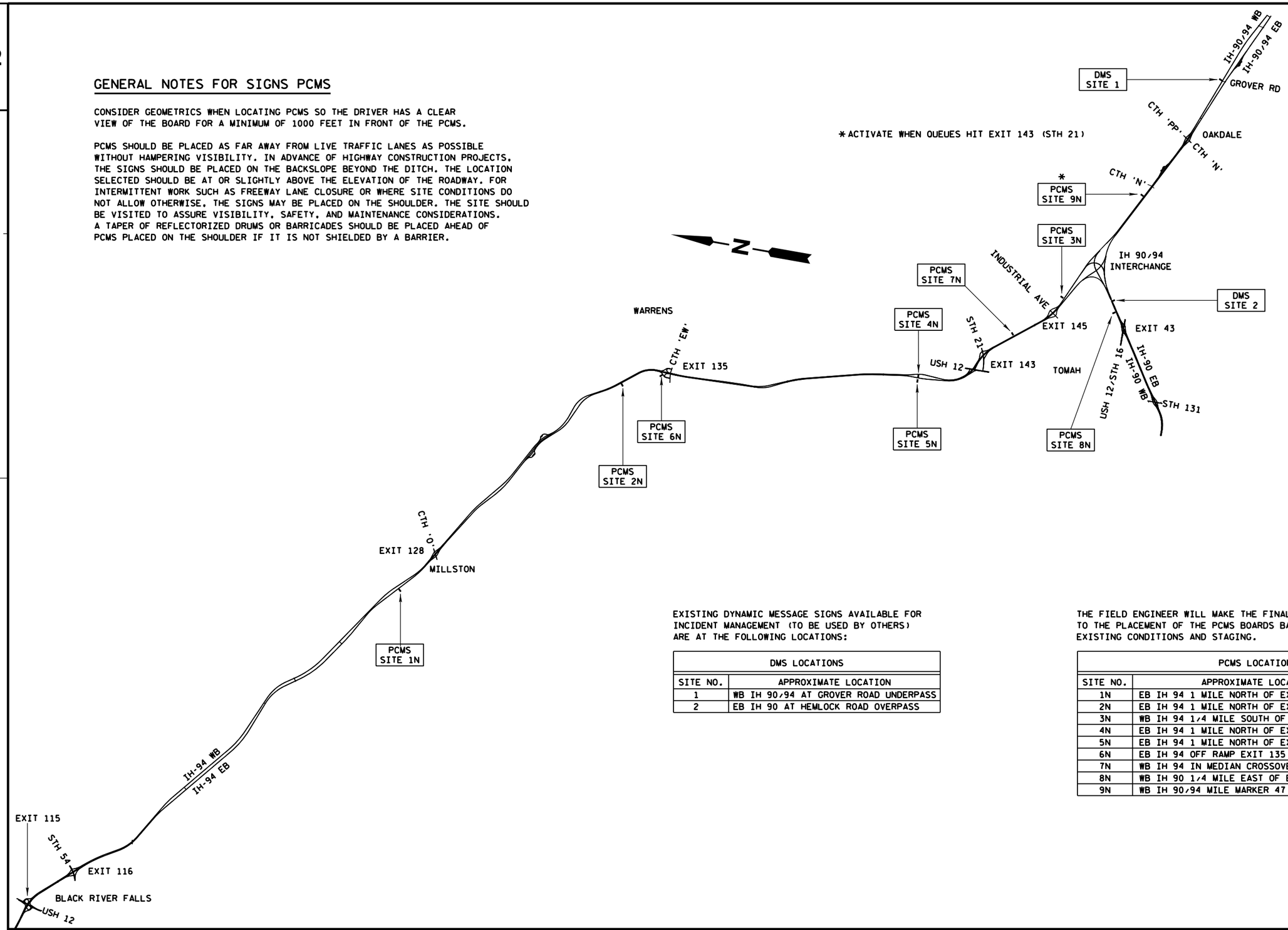
*SIGN MOUNTER ON BACK SIDE OF STOP SIGN POST.

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET 102	E

GENERAL NOTES FOR SIGNS PCMS

CONSIDER GEOMETRICS WHEN LOCATING PCMS SO THE DRIVER HAS A CLEAR VIEW OF THE BOARD FOR A MINIMUM OF 1000 FEET IN FRONT OF THE PCMS.

PCMS SHOULD BE PLACED AS FAR AWAY FROM LIVE TRAFFIC LANES AS POSSIBLE WITHOUT HAMPERING VISIBILITY. IN ADVANCE OF HIGHWAY CONSTRUCTION PROJECTS, THE SIGNS SHOULD BE PLACED ON THE BACKSLOPE BEYOND THE DITCH. THE LOCATION SELECTED SHOULD BE AT OR SLIGHTLY ABOVE THE ELEVATION OF THE ROADWAY. FOR INTERMITTENT WORK SUCH AS FREEWAY LANE CLOSURE OR WHERE SITE CONDITIONS DO NOT ALLOW OTHERWISE, THE SIGNS MAY BE PLACED ON THE SHOULDER. THE SITE SHOULD BE VISITED TO ASSURE VISIBILITY, SAFETY, AND MAINTENANCE CONSIDERATIONS. A TAPER OF REFLECTORIZED DRUMS OR BARRICADES SHOULD BE PLACED AHEAD OF PCMS PLACED ON THE SHOULDER IF IT IS NOT SHIELDED BY A BARRIER.



EXISTING DYNAMIC MESSAGE SIGNS AVAILABLE FOR INCIDENT MANAGEMENT (TO BE USED BY OTHERS) ARE AT THE FOLLOWING LOCATIONS:

DMS LOCATIONS	
SITE NO.	APPROXIMATE LOCATION
1	WB IH 90/94 AT GROVER ROAD UNDERPASS
2	EB IH 90 AT HEMLOCK ROAD OVERPASS

THE FIELD ENGINEER WILL MAKE THE FINAL DETERMINATION TO THE PLACEMENT OF THE PCMS BOARDS BASED UPON EXISTING CONDITIONS AND STAGING.

PCMS LOCATIONS	
SITE NO.	APPROXIMATE LOCATION
1N	EB IH 94 1 MILE NORTH OF EXIT 128 (CTH'O')
2N	EB IH 94 1 MILE NORTH OF EXIT 135 (CTH'EW')
3N	WB IH 94 1/4 MILE SOUTH OF EXIT 145 (INDUSTRIAL AVE)
4N	EB IH 94 1 MILE NORTH OF EXIT 143 (IN MEDIAN)
5N	EB IH 94 1 MILE NORTH OF EXIT 143
6N	EB IH 94 OFF RAMP EXIT 135
7N	WB IH 94 IN MEDIAN CROSSOVER
8N	WB IH 90 1/4 MILE EAST OF EXIT 43 (USH 12/STH 16)
9N	WB IH 90/94 MILE MARKER 47

2

SITE NUMBER	PRE CONSTRUCTION WARNING		DURING CONSTRUCTION	PRE EVENT WARNING		DURING EVENT		INCIDENT MANAGEMENT			
DMS1	IH 94 ROAD WORK	STARTING X/XX/XX	IH 94 ROAD WORK AHEAD	EVENT 9/24-26	EXPECT DELAYS	IH 94 EVENT TRAFFIC AHEAD	IH 94 EXPECT DELAYS	TRAFFIC DELAYS AHEAD	BE PREPARED TO STOP	TRAFFIC STOPPED AHEAD	ALTERNATE ROUTE EXIT XXX
DMS2	IH 94 ROAD WORK	STARTING X/XX/XX	IH 94 ROAD WORK AHEAD	EVENT 9/24-26	EXPECT DELAYS	IH 94 THRU TRAFFIC LEFT LANE	IH 94 EXPECT DELAYS	TRAFFIC DELAYS AHEAD	BE PREPARED TO STOP	TRAFFIC STOPPED AHEAD	ALTERNATE ROUTE EXIT XXX

SITE NUMBER	PRE CONSTRUCTION WARNING		DURING CONSTRUCTION		PRE EVENT WARNING		DURING EVENT		INCIDENT MANAGEMENT			
1N	IH 94 ROAD WORK	STARTING X/XX/XX	ROAD WORK AHEAD		EVENT 9/24-26	EXPECT DELAYS	EVENT TRAFFIC AHEAD	EXPECT DELAYS	TRAFFIC DELAYS AHEAD	BE PREPARED TO STOP	TRAFFIC STOPPED AHEAD	ALTERNATE ROUTE EXIT 128
2N	IH 94 ROAD WORK	STARTING X/XX/XX	ROAD WORK AHEAD		EVENT 9/24-26	EXPECT DELAYS	THRU TRAFFIC LEFT LANE	EVENT TRAFFIC RIGHT LANE	TRAFFIC DELAYS AHEAD	BE PREPARED TO STOP	TRAFFIC STOPPED AHEAD	ALTERNATE ROUTE EXIT 135
3N	IH 94 ROAD WORK	STARTING X/XX/XX	ROAD WORK AHEAD		EVENT 9/24-26	EXPECT DELAYS	THRU TRAFFIC LEFT LANE	EVENT TRAFFIC RIGHT LANE	TRAFFIC DELAYS AHEAD	BE PREPARED TO STOP	TRAFFIC STOPPED AHEAD	ALTERNATE ROUTE EXIT 143
4N	HWY 12 OFF RAMP CLOSED	STARTING X/XX/XX	HWY 12 OFF RAMP CLOSED	USE EXIT 145	-	-	-	-	TRAFFIC DELAYS AHEAD	BE PREPARED TO STOP	TRAFFIC STOPPED AHEAD	ALTERNATE ROUTE EXIT 145
5N	12 WEST OFF RAMP CLOSED	STARTING X/XX/XX	12 WEST OFF RAMP CLOSED	USE EXIT 145	-	-	-	-	TRAFFIC DELAYS AHEAD	BE PREPARED TO STOP	TRAFFIC STOPPED AHEAD	ALTERNATE ROUTE EXIT 145
6N	**	**	**	**	-	-	ALL TRAFFIC	TURN RIGHT AHEAD	-	-	-	-
7N	**	**	**	**	EVENT 9/24-26	EXPECT DELAYS	TRAFFIC DELAYS AHEAD	USE EXIT 143	-	-	TRAFFIC STOPPED AHEAD	BE PREPARED TO STOP
8N	**	**	**	**	-	-	WEST IH 94 ALTERNATE ROUTE	USE EXIT 43	-	-	-	-
* 9N	**	**	**	**	EVENT 9/24-26	EXPECT DELAYS	IH 94 DELAYS AHEAD	USE IH 90 EXIT 43	-	-	-	-

* ACTIVATE WHEN QUEUES HIT EXIT 143 (STH 21)

** NO BOARD ON PROJECT

MESSAGE BOARD IN OPERATION A MINIMUM OF 7 DAYS PRIOR TO WORK BEGINING OR A MINIMUM OF 5 DAYS PRIOR TO EVENT

LEGEND

- DRUMS
- DRUMS WITH LIGHTS
- TRAVEL DIRECTION
- TEMPORARY DELINEATOR - WHITE

NOTE:
TRAFFIC CONTROL, TEMPORARY EXIT RAMP CROSSOVER

N

EXIT

E5-1
72"X60"
STA: 2901+14

PC: 2895+38.38A

2895A

2900A

5EEE

2905A

2905

10EEE

16'

INL

EXIT
40
M.P.H.

W013-2
24"X30"
STA: 2897+40

2900

2895

IH 94

PC: 2901+82.31

SIGN

SEPTIC

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL - OFFRAMP DETAIL	SHEET 105	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\025003_TC.DWG PLOT DATE : 6/26/2015 10:43 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

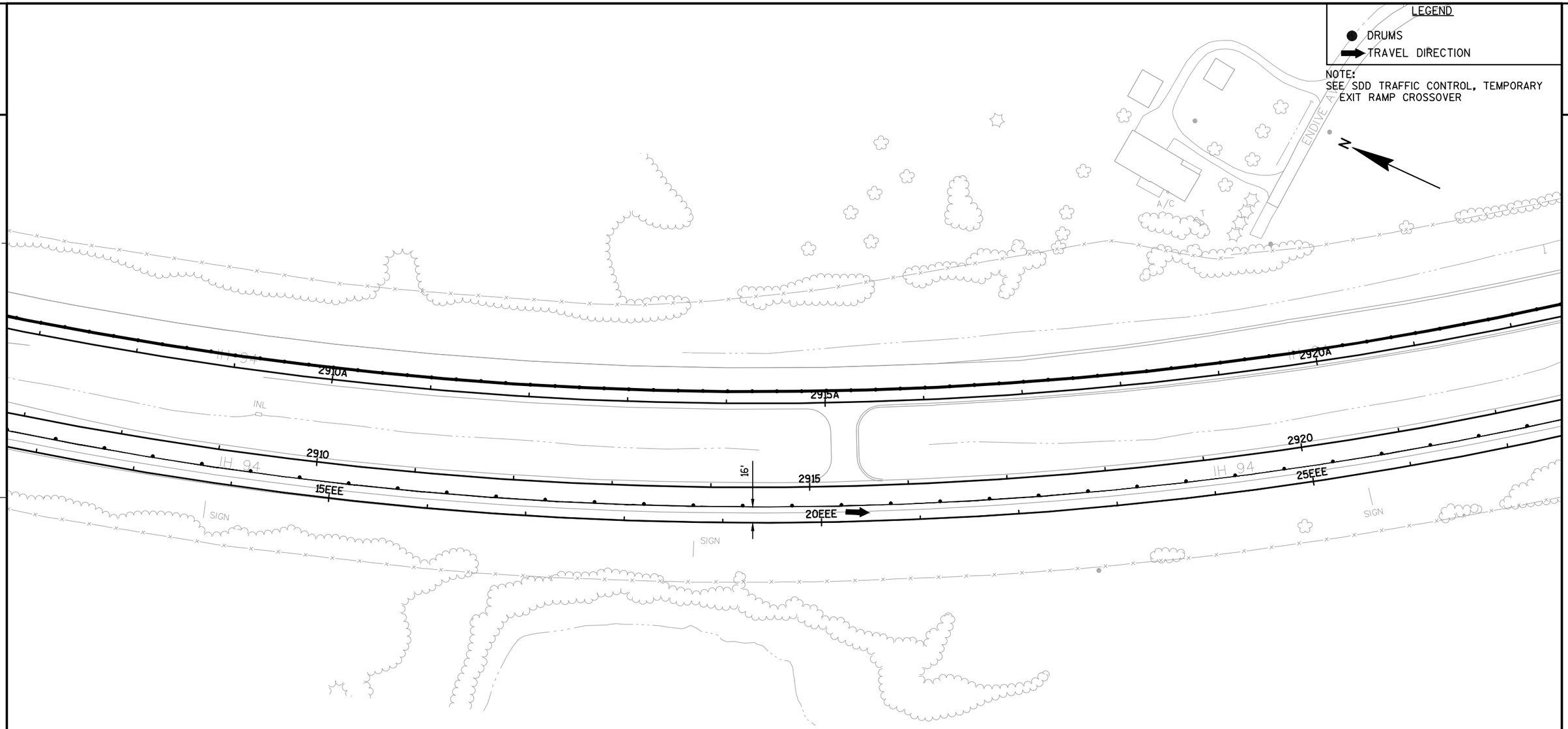
2

LEGEND

DRUMS

TRAVEL DIRECTION

NOTE:
SEE SDD TRAFFIC CONTROL, TEMPORARY EXIT RAMP CROSSOVER



PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	TRAFFIC CONTROL - OFFRAMP DETAIL	SHEET 106	E

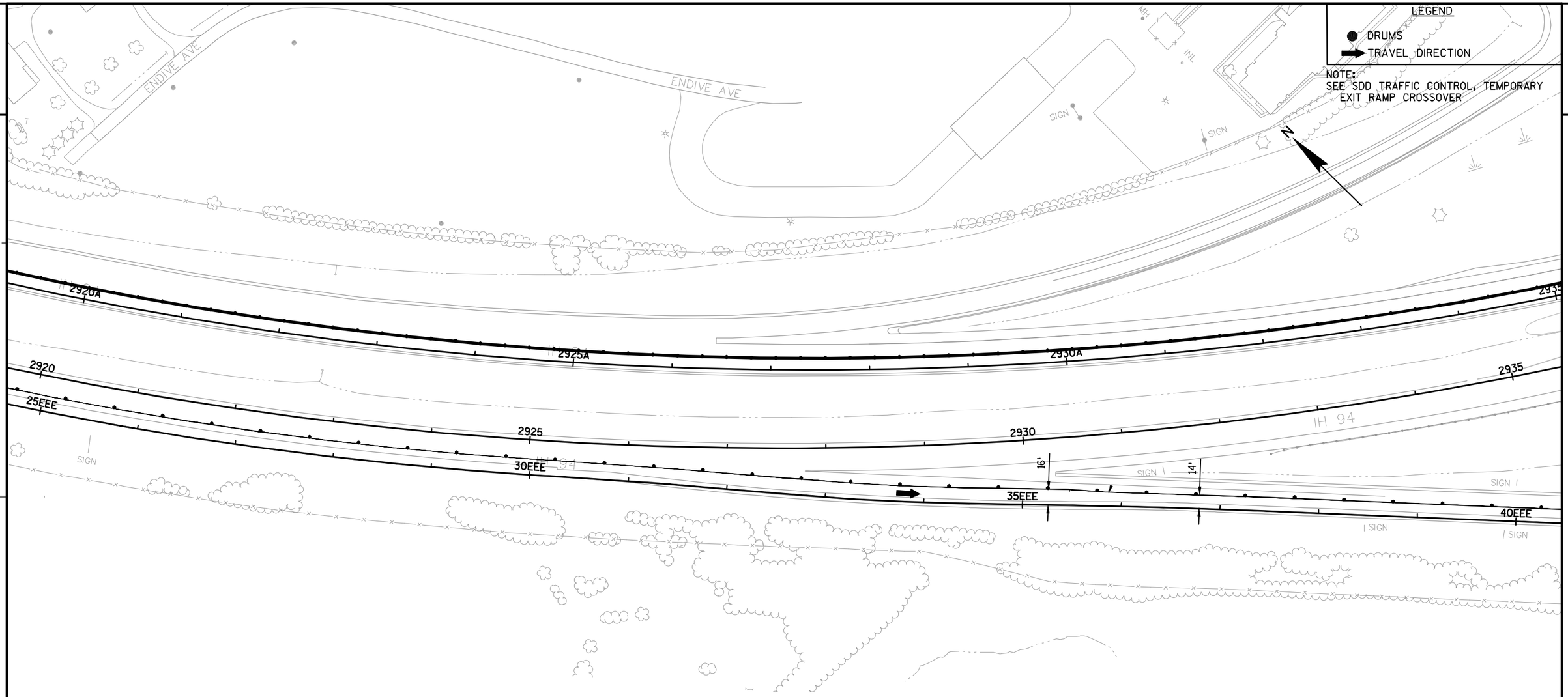
2

LEGEND

DRUMS

TRAVEL DIRECTION

NOTE:
SEE SDD TRAFFIC CONTROL, TEMPORARY EXIT RAMP CROSSOVER



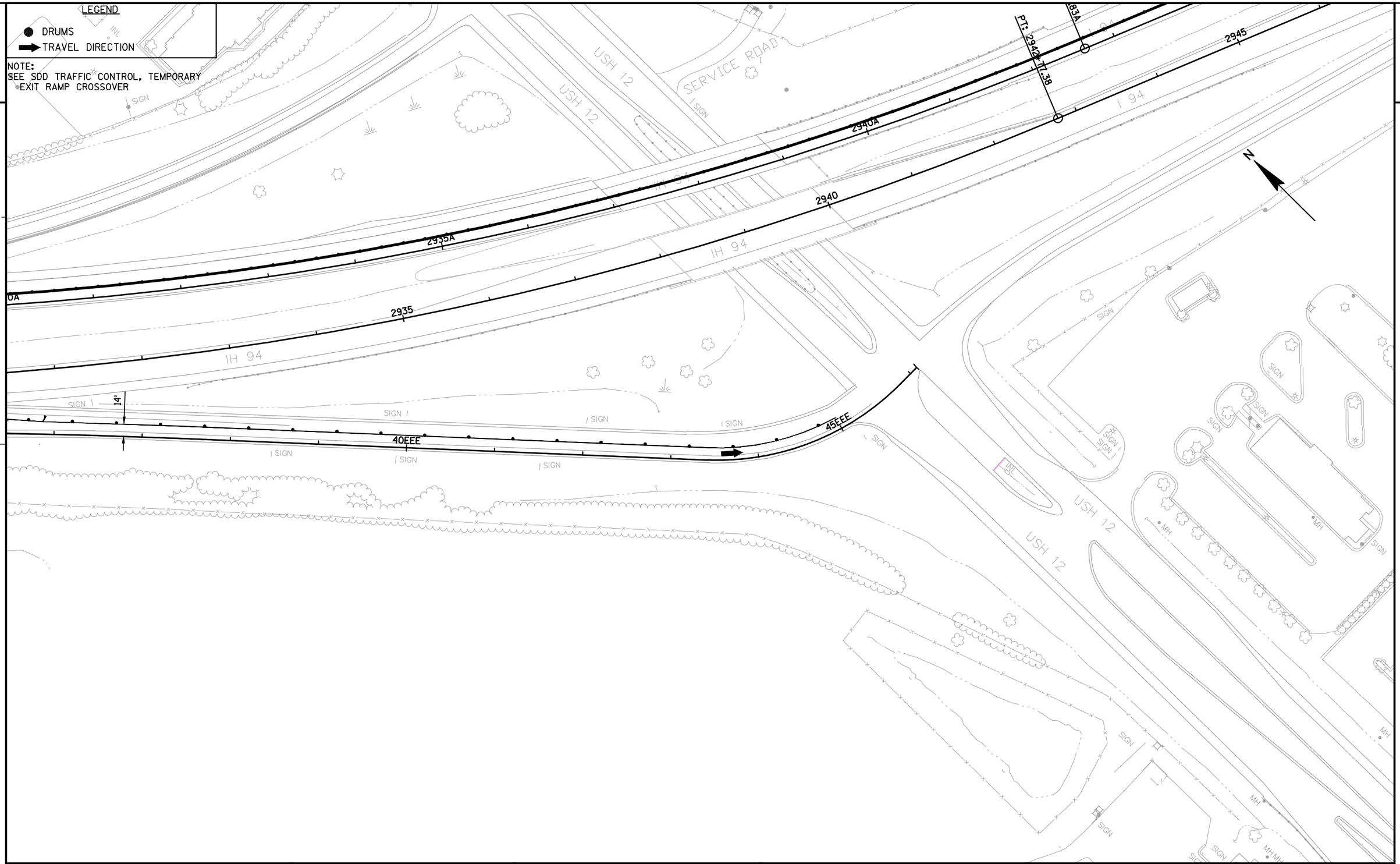
PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	TRAFFIC CONTROL - OFFRAMP DETAIL	SHEET 107	E

LEGEND

● DRUMS

➡ TRAVEL DIRECTION

NOTE:
SEE SDD TRAFFIC CONTROL, TEMPORARY EXIT RAMP CROSSOVER



PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	TRAFFIC CONTROL - OFFRAMP DETAIL	SHEET 108	E

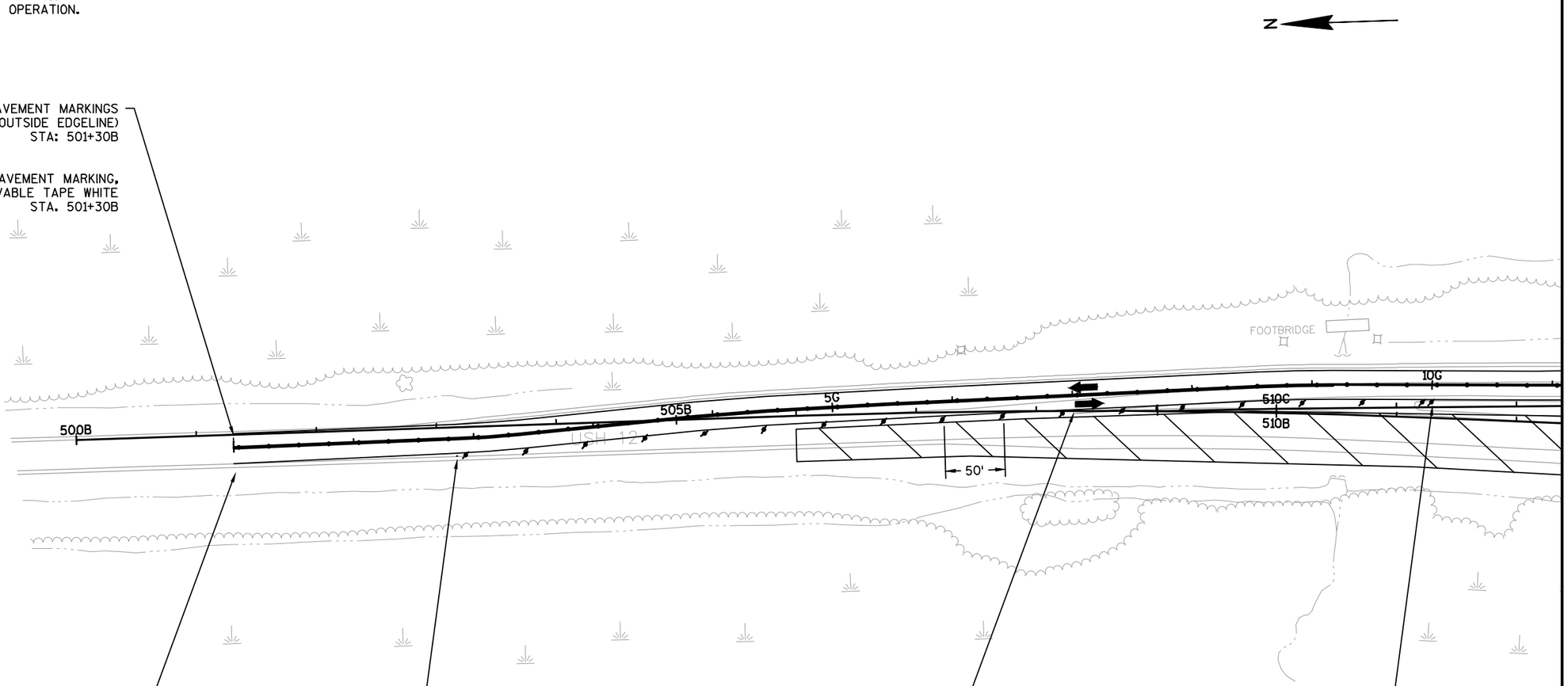
FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\025003_TC.DWG PLOT DATE : 6/26/2015 10:44 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

LEGEND

- DRUMS
- DRUMS WITH LIGHTS
- WORK ZONE
- TRAVEL DIRECTION

NOTE:
SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC.
SEE SDD TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION.



PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL STAGE 2A USH 12	SHEET 109	E

LEGEND

- DRUMS
- DRUMS WITH LIGHTS
- WORK ZONE
- BARRICADE WITH SIGN
- TRAVEL DIRECTION

NOTE:
SEE SDD TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION.

BEGIN: REMOVE PAVEMENT MARKINGS
STA: 520+82B

BEGIN: PAVEMENT MARKING,
4-INCH REMOVABLE TAPE WHITE
STA. 520+82B

END: REMOVE PAVEMENT MARKINGS
STA: 519+55B

END: PAVEMENT MARKING,
4-INCH REMOVABLE TAPE WHITE
STA. 519+55B

BEGIN: GAP FLEXIBLE TUBULAR MARKER POSTS
STA: 519+40B

END: GAP FLEXIBLE TUBULAR MARKER POSTS
STA: 521+40B

RAMP CLOSED
R11-2(MOD)
48" X 30"

LANE CLOSED
R11-2-L
48"X30"

END: REMOVE PAVEMENT MARKINGS
(YELLOW WB EDGELINE)
STA: 519+03B

END: PAVEMENT MARKING,
4-INCH REMOVABLE TAPE WHITE
STA. 519+03B

BEGIN: PAVEMENT MARKING,
4-INCH REMOVABLE TAPE WHITE
STA. 521+45B

BEGIN: TRAFFIC CONTROL DRUM
STA: 524+98B

END: TRAFFIC CONTROL DRUM
STA: 527+45B

E ANDRES ST.
SERVICE ROAD
ANDREW CT
USH 12
94
MH
INL
SIGN
16'
15G
20G
25G
515C
515B
520C
520B
525C
525B

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL STAGE 2A USH 12	SHEET 110 E

LEGEND

- DRUMS
- DRUMS WITH LIGHTS
- WORK ZONE
- TRAVEL DIRECTION

NOTE:
SEE SDD TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION.
SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY

RAMP CLOSED
R11-2(MOD)
48" X 30"

END: FLEXIBLE TUBULAR MARKER POSTS & TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW (DOUBLE)
STA. 533+62B

BEGIN: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW (EB)
STA. 533+62B

BEGIN: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW (WB)
STA. 533+62B

END: REMOVE PAVEMENT MARKINGS
STA: 531+42B

END:TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE WHITE
STA. 531+42B

R3-2
24"X24"

BEGIN: REMOVE PAVEMENT MARKINGS (MEDIAN EDGELINE)
STA: 536+72B

END: REMOVE PAVEMENT MARKINGS (MEDIAN EDGELINE)
STA: 537+21B

END: REMOVE PAVEMENT MARKINGS (MEDIAN EDGELINE)
STA: 534+47B

END: REMOVE PAVEMENT MARKINGS (MEDIAN EDGELINE)
STA: 535+61B

N

SERVICE ROAD

USH 12

IH 94

525C 25G 530C 30G 535C

525B 530B 535B

50'

W01-6
48" X 24"

BEGIN: TRAFFIC CONTROL DRUM
STA: 531+27B

BEGIN: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW
STA. 531+27B

BEGIN: REMOVE PAVEMENT MARKINGS
STA: 532+24B

BEGIN: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE WHITE
STA. 532+24B

BEGIN: TAPER
STA. 535+08B

END: TRAFFIC CONTROL DRUM
STA: 537+44B

END: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE WHITE(CROSSOVER)
STA. 537+44B

END: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW(RAMP)
STA. 537+44B

END: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW (EB)
STA. 537+44B

END: REMOVE PAVEMENT MARKINGS
STA: 537+44B

END: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE WHITE
STA. 537+44B

PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL STAGE 2A USH 12	SHEET 111	E

2

LEGEND

- DRUMS
- DRUMS WITH LIGHTS
- WORK ZONE
- TRAVEL DIRECTION

NOTE:
SEE SDD TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION.
SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY.
SEE SDD TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE.
SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC.

END: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW (WB)

BEGIN: WB TAPER FOR TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESS

BEGIN: WB REMOVE PAVEMENT MARKINGS (CENTERLINE)

BEGIN: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW

END: WB TAPER FOR TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESS

END: WB REMOVE PAVEMENT MARKINGS (CENTERLINE)

END: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW

USH 12

STH 21

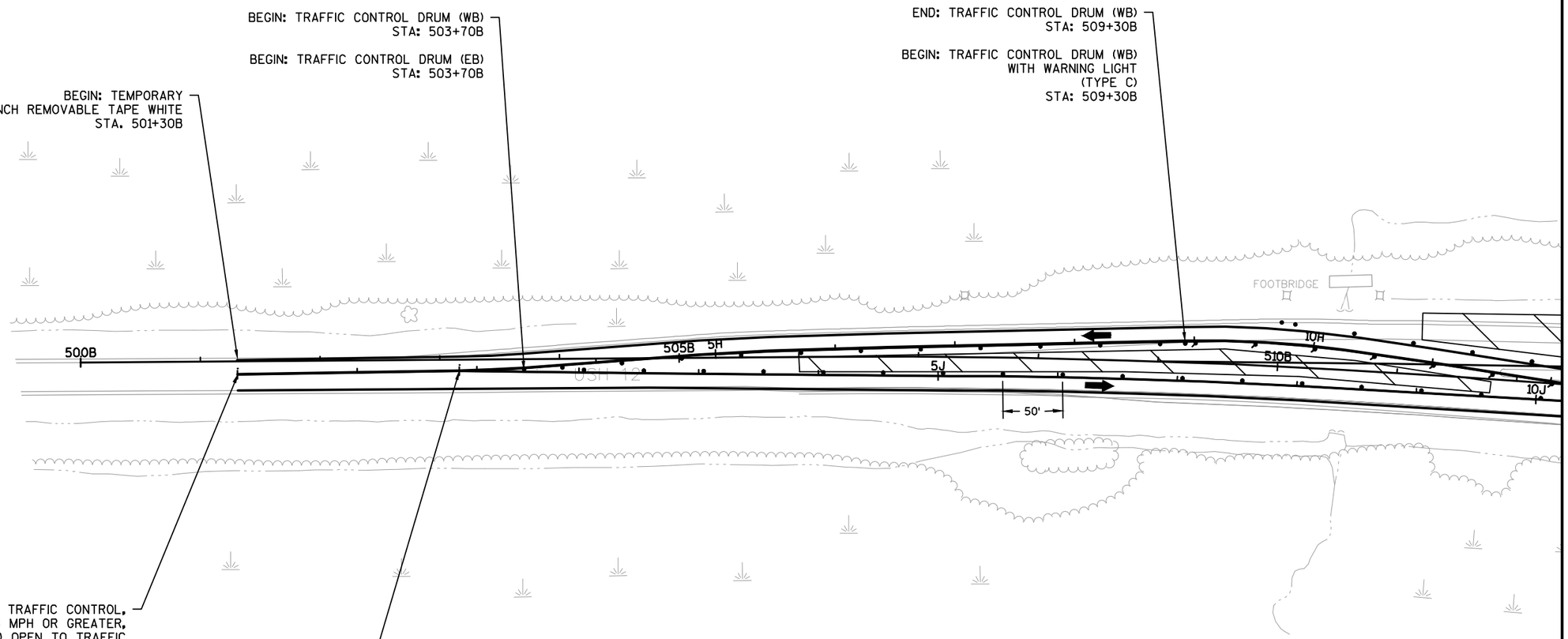
FOOTBRIDGE

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL STAGE 2A USH 12	SHEET 112	E

LEGEND

- DRUMS
- DRUMS WITH LIGHTS
- WORK ZONE
- TRAVEL DIRECTION

NOTE:
SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC.
SEE SDD TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION.



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL STAGE 2B USH 12	SHEET 113	E

LEGEND

- DRUMS
- DRUMS WITH LIGHTS
- WORK ZONE
- BARRICADE WITH SIGN
- TRAVEL DIRECTION

NOTE:
SEE SDD TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION.

N

BEGIN: GAP FLEXIBLE TUBULAR MARKER POSTS STA: 519+27B

END: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE WHITE STA. 519+88B

BEGIN: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE WHITE STA. 520+89B

END: GAP FLEXIBLE TUBULAR MARKER POSTS STA: 526+02B

BEGIN: GAP FLEXIBLE TUBULAR MARKER POSTS STA: 524+87B

END: GAP FLEXIBLE TUBULAR MARKER POSTS STA: 521+27B

LANE CLOSED
R11-2-L
48"X30"

E ANDRES ST.

USH 12

10J

515B

15H

520B

20H

525B

25H

SIGN

MH

INL

W ANDRES ST

END: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW (EB)
STA. 514+22B

END: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW (WB)
STA. 514+22B

END: TRAFFIC CONTROL DRUM (WB)
WITH WARNING LIGHT
(TYPE C)
STA. 514+22B

END: TRAFFIC CONTROL DRUM (EB)
STA. 514+22B

BEGIN: FLEXIBLE TUBULAR MARKER POSTS & TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW (DOUBLE)
STA. 514+22B

END: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE WHITE STA. 519+88B

BEGIN: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE WHITE STA. 520+89B

IH 94

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL STAGE 2B USH 12	SHEET 114	E

LEGEND

- DRUMS
- DRUMS WITH LIGHTS
- WORK ZONE
- BARRICADE WITH SIGN
- TRAVEL DIRECTION

NOTE:
SEE SDD TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION.
SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY

BEGIN: REMOVE PAVEMENT MARKINGS (MEDIAN EDGELINE)
STA: 536+90B

END: REMOVE PAVEMENT MARKINGS (MEDIAN EDGELINE)
STA: 538+29B

BEGIN: TRAFFIC CONTROL DRUM (WB) WITH WARNING LIGHT (TYPE C)
STA: 529+50B

LANE CLOSED
R11-2-L
48"X30"

END: TRAFFIC CONTROL DRUM (WB) WITH WARNING LIGHT (TYPE C)

530B 30H

535B 35H

END: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE WHITE
STA. 531+31B

R3-2
24"X24"

RAMP CLOSED
R11-2(MOD)
48" X 30"

END: TRAFFIC CONTROL DRUM (EB) WITH WARNING LIGHT (TYPE C)
STA: 533+99B

END: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW (EB)
STA. 533+99B

END: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE WHITE
STA. 538+31B

END: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW (WB)
STA. 538+31B

BEGIN: TRAFFIC CONTROL DRUM (WB) WITH WARNING LIGHT (TYPE C)
STA: 534+66B

BEGIN: TRAFFIC CONTROL DRUM (EB)
STA: 530+03B

BEGIN: TRAFFIC CONTROL DRUM (WB)
STA: 530+03B

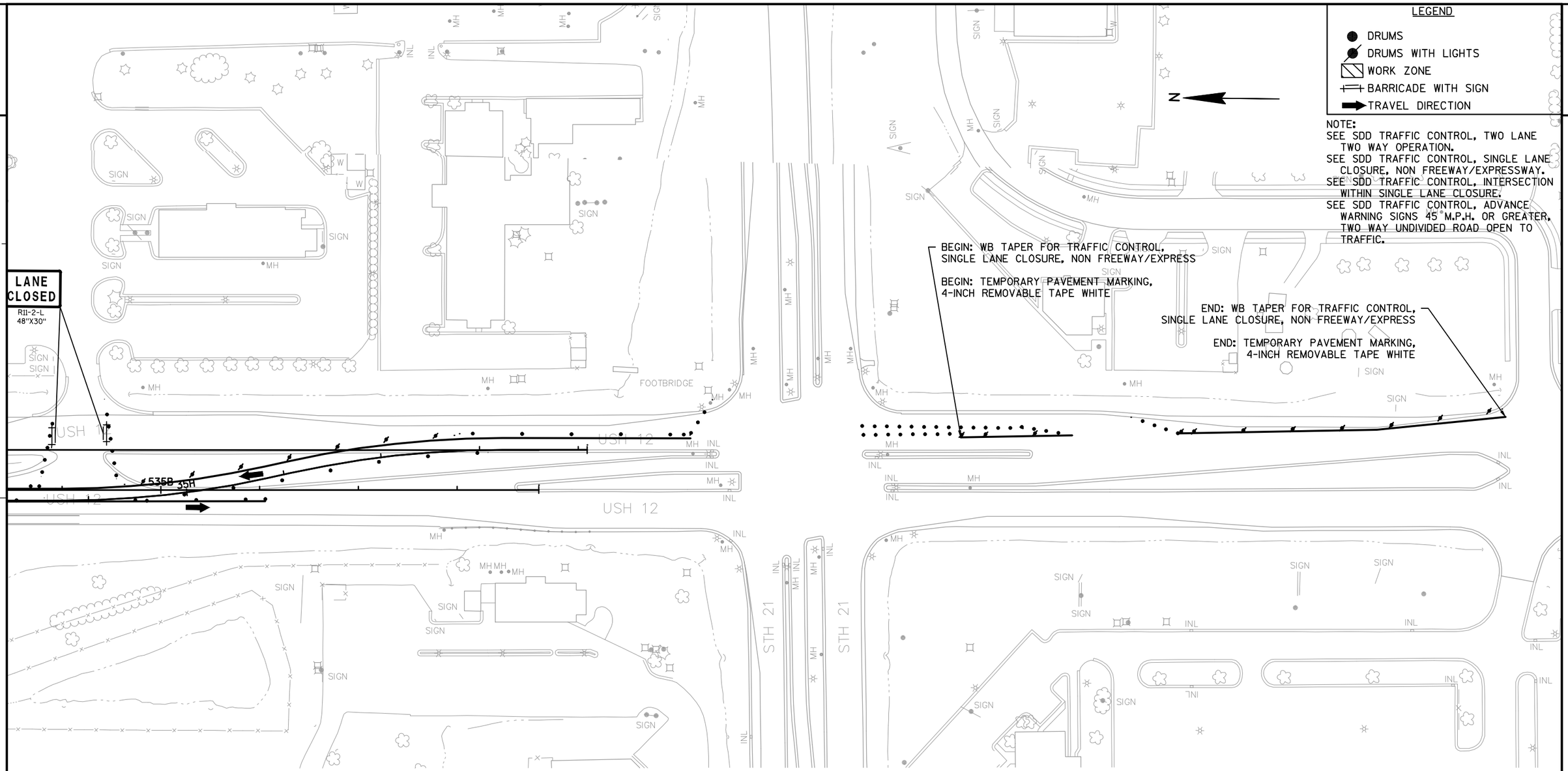
END: FLEXIBLE TUBULAR MARKER POSTS & TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW (DOUBLE)
STA. 533+55B

BEGIN: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW (EB)
STA. 533+55B

BEGIN: TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE YELLOW (WB)
STA. 533+55B

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL STAGE 2B USH 12	SHEET 115	E

2



PROJECT NO:1023-02-83	HWY:IH 94	COUNTY:MONROE	TRAFFIC CONTROL STAGE 2B USH 12	SHEET 116	E

2

N

FOOTBRIDGE

USH 12

USH 12

USH 12

IH 94

IH 94

IH 94

I 94

SIGN

MH

INL

GN

JCT
INTERSTATE 94
EXISTING SIGN

1C
EAST | EAST | TO | WEST
INTERSTATE 94 | 12 | 21 | 94
COVER
EXISTING SIGN

2
WEST
MB3-4
24" X 12"
INTERSTATE 94
M1-1
24" X 24"
DETOUR AHEAD
W20-2-A
48" X 48"

3
DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94
M1-1
24" X 24"
M06-1
21" X 21"

4C
Tomah
Madison
Eau Claire
COVER
EXISTING SIGN

5C
COVER
WEST
94
EXISTING SIGN

6
DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94
M1-1
24" X 24"
M06-1
21" X 21"

7C
COVER
WEST
94
EXISTING SIGN

8
DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94
M1-1
24" X 24"

9C
COVER
WEST
94
EXISTING SIGN

10C
COVER
Eau Claire
EXISTING SIGN

11C
COVER
WEST
94
EXISTING SIGN

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL - DETOUR SIGNING	SHEET 117	E

FILE NAME : N:\PDS\c3d\10230204\SheetsPlan\10230283\027001_dt.dgn PLOT DATE : 26-MAY-2015 17:01 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 150.000000:1.000000

COVER
Eau Claire
Madison
EXISTING SIGN
12C

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94
16
M1-1
24" X 24"

EAST
21
EXISTING SIGN

S.T.H. 1

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94
17
M1-1
24" X 24"
MO6-1
21" X 21"

WEST WEST EAST
21 12 21
EXISTING SIGN

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94
21
M1-1
24" X 24"
MO5-1R
21" X 21"

U.S.H. 12

WEST WEST EAST
21 12 21
EXISTING SIGN

JCT
21
EXISTING SIGN

USH 12

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94
13
M1-1
24" X 24"
MO5-1L
21" X 21"

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94
14
M1-1
24" X 24"
MO5-1L
21" X 21"

EAST EAST WEST
21 12 21
EXISTING SIGN

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94
15
M1-1
24" X 24"
MO6-1
21" X 21"

EAST EAST WEST
21 12 21
EXISTING SIGN

WEST EAST EAST
12 21 12
EXISTING SIGN

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94
18
M1-1
24" X 24"
MO6-1
21" X 21"

WEST EAST
12 12
EXISTING SIGN

DETOUR
M4-8
24" X 12"
WEST
MB3-4
24" X 12"
INTERSTATE 94
19
M1-1
24" X 24"
MO6-1
21" X 21"

WEST
MB3-4
24" X 12"
INTERSTATE 94
M1-1
24" X 24"
20
DETOUR AHEAD
W20-2-A
48" X 48"

JCT EAST
12 21
EXISTING SIGN

WEST
MB3-4
24" X 12"
INTERSTATE 94
M1-1
24" X 24"
22
DETOUR AHEAD
W20-2-A
48" X 48"

N

2

N

USH 12

USH 12

USH 12

IH 94

IH 94

IH 94

IH 94

MH

SIGN

INL

23

EAST
MB3-2
24" X 12"

INTERSTATE 94
M1-1
24" X 24"

DETOUR AHEAD
W20-2-A
48" X 48"

24

DETOUR
M4-8
24" X 12"

EAST
MB3-2
24" X 12"

INTERSTATE 94
M1-1
24" X 24"

M06-1
21" X 21"

25

DETOUR
M4-8
24" X 12"

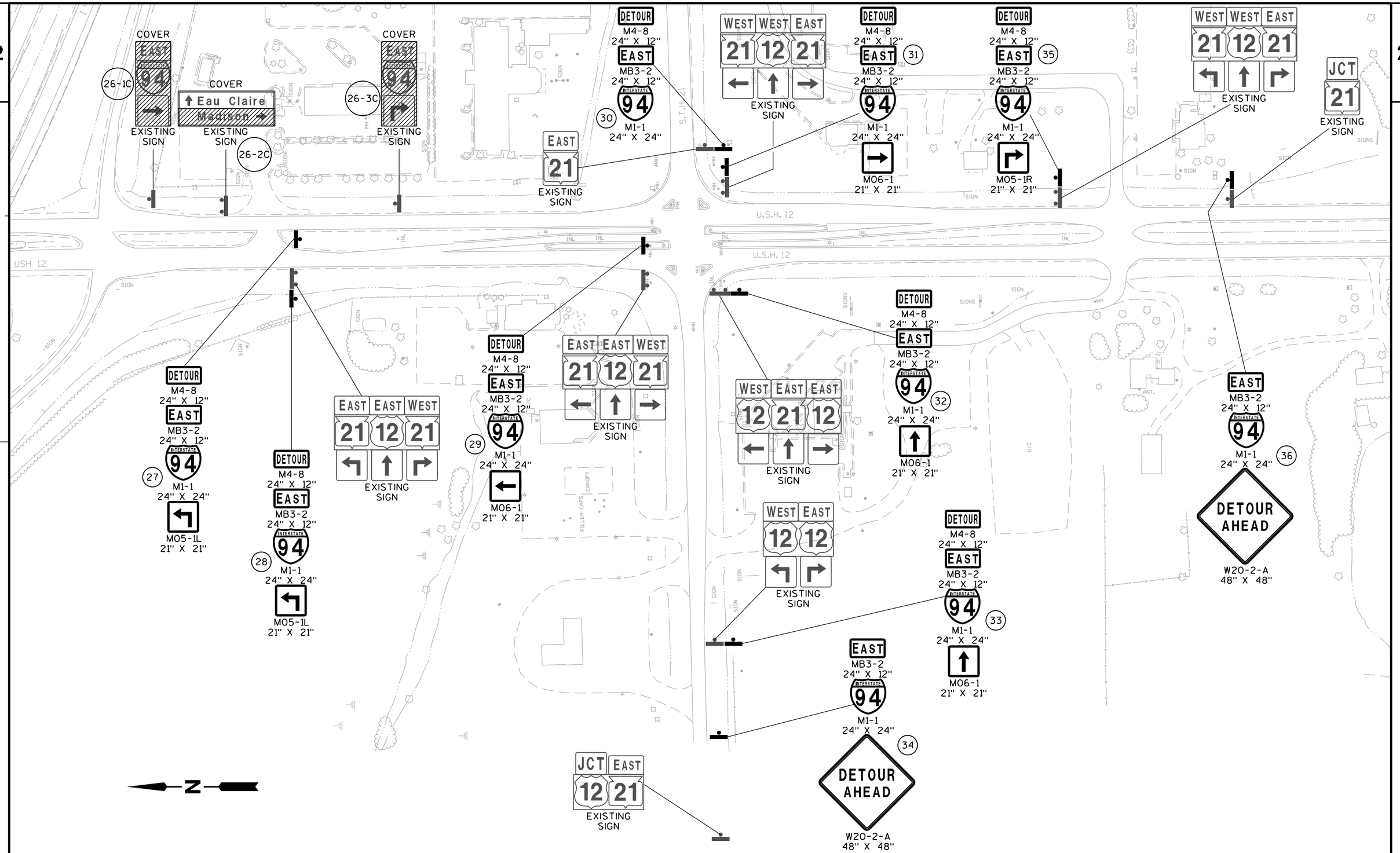
EAST
MB3-2
24" X 12"

INTERSTATE 94
M1-1
24" X 24"

M06-1
21" X 21"

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL - DETOUR SIGNING	SHEET 119	E

FILE NAME : N:\PDS\c3d\10230204\SheetsPlan\10230283\027003_dt.dgn PLOT DATE : 14-MAY-2015 11:15 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 150.000000:1.000000 WISDOT/CADDS SHEET 42



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL - DETOUR SIGNING	SHEET 120	E

FILE NAME : N:\PDS\c3d\10230204\SheetsPlan\10230283\027004_dt.dgn PLOT DATE : 30-JUN-2015 16:51 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 150.000000:1.000000

2

N

(37)
12 M1-4 36" X 36"
21 M1-6 36" X 36"
DETOUR AHEAD W20-2A 48" X 48"

(40)
DETOUR M4-8 36" X 18" (2)
12 M1-4 36" X 36"
21 M1-6 36" X 36"

(41)
DETOUR M4-8 36" X 18" (2)
12 M1-4 36" X 36"
21 M1-6 36" X 36"

(42)
DETOUR M4-8 36" X 18" (2)
12 M1-4 36" X 36"
21 M1-6 36" X 36"

(49)
DETOUR M4-8 36" X 18" (2)
12 M1-4 36" X 36"
21 M1-6 36" X 36"

(48)
DETOUR M4-8 36" X 18" (2)
12 M1-4 36" X 36"
21 M1-6 36" X 36"
M6-1 21" X 21" (2)

IH-94

USH 12

STH 21

STH 21

FORBES RD

FORBES RD

IH-94

USH 12

(38)
DETOUR M4-8 36" X 18" (2)
12 M1-4 36" X 36"
21 M1-6 36" X 36"
M6-1 30" X 30" (2)

(39)
DETOUR M4-8 36" X 18" (2)
12 M1-4 36" X 36"
21 M1-6 36" X 36"
M6-1 30" X 30" (2)

(43)
DETOUR M4-8 36" X 18" (2)
12 M1-4 36" X 36"
21 M1-6 36" X 36"
M5-2R 30" X 30" (2)

(45)
DETOUR M4-8 36" X 18" (2)
12 M1-4 36" X 36"
21 M1-6 36" X 36"
M5-1L 21" X 21" (2)

(47)
DETOUR M4-8 36" X 18" (2)
12 M1-4 36" X 36"
21 M1-6 36" X 36"
M5-1L 21" X 21" (2)

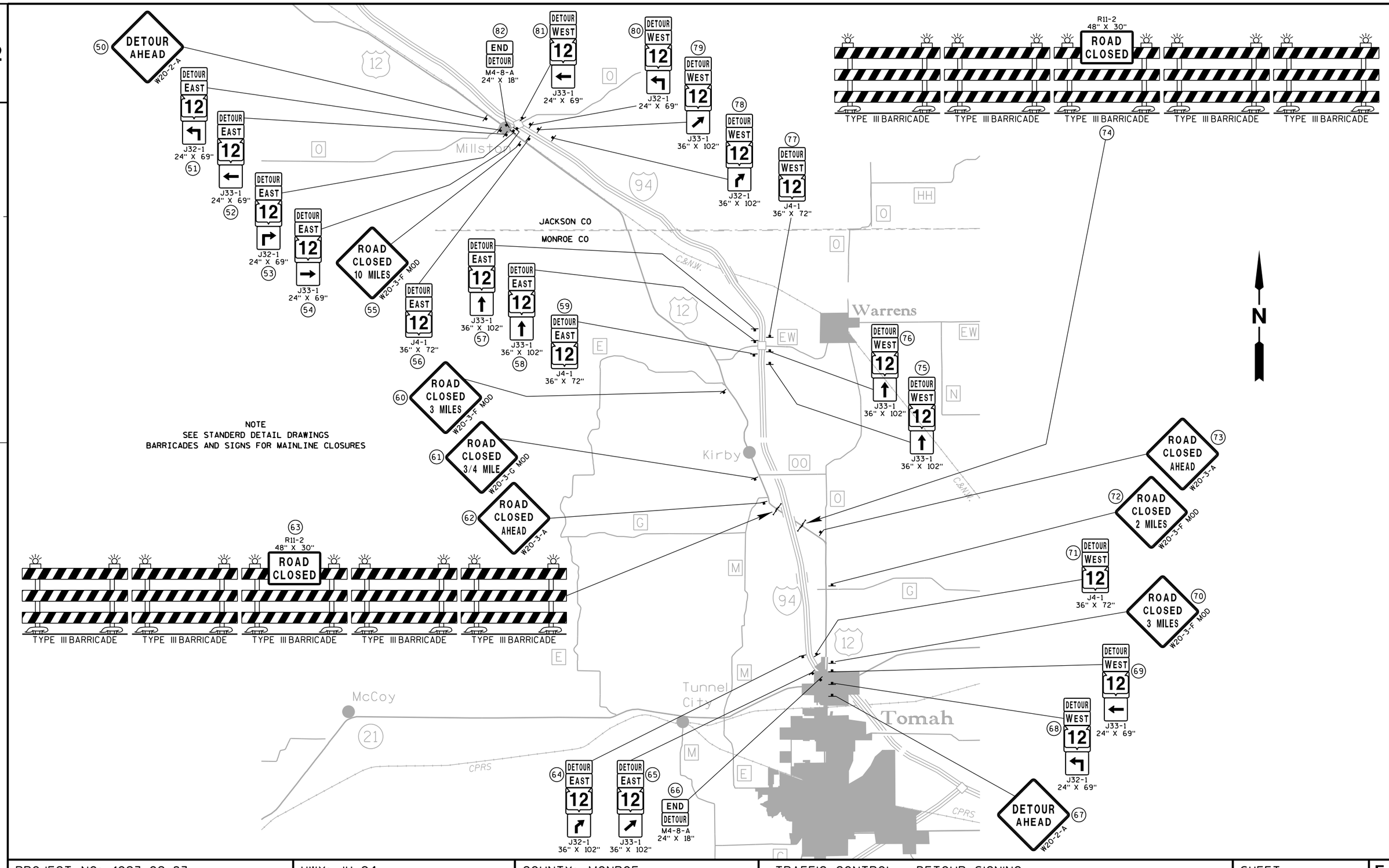
(44)
DETOUR M4-8 36" X 18" (2)
12 M1-4 36" X 36"
21 M1-6 36" X 36"
M6-2 30" X 30" (2)

(46)
DETOUR M4-8 36" X 18" (2)
12 M1-4 36" X 36"
21 M1-6 36" X 36"
M6-1 21" X 21" (2)

PROJECT NO: 1023-02-83	HWY: IH-94	COUNTY: MONROE	TRAFFIC CONTROL - DETOUR SIGNING	SHEET 121	E

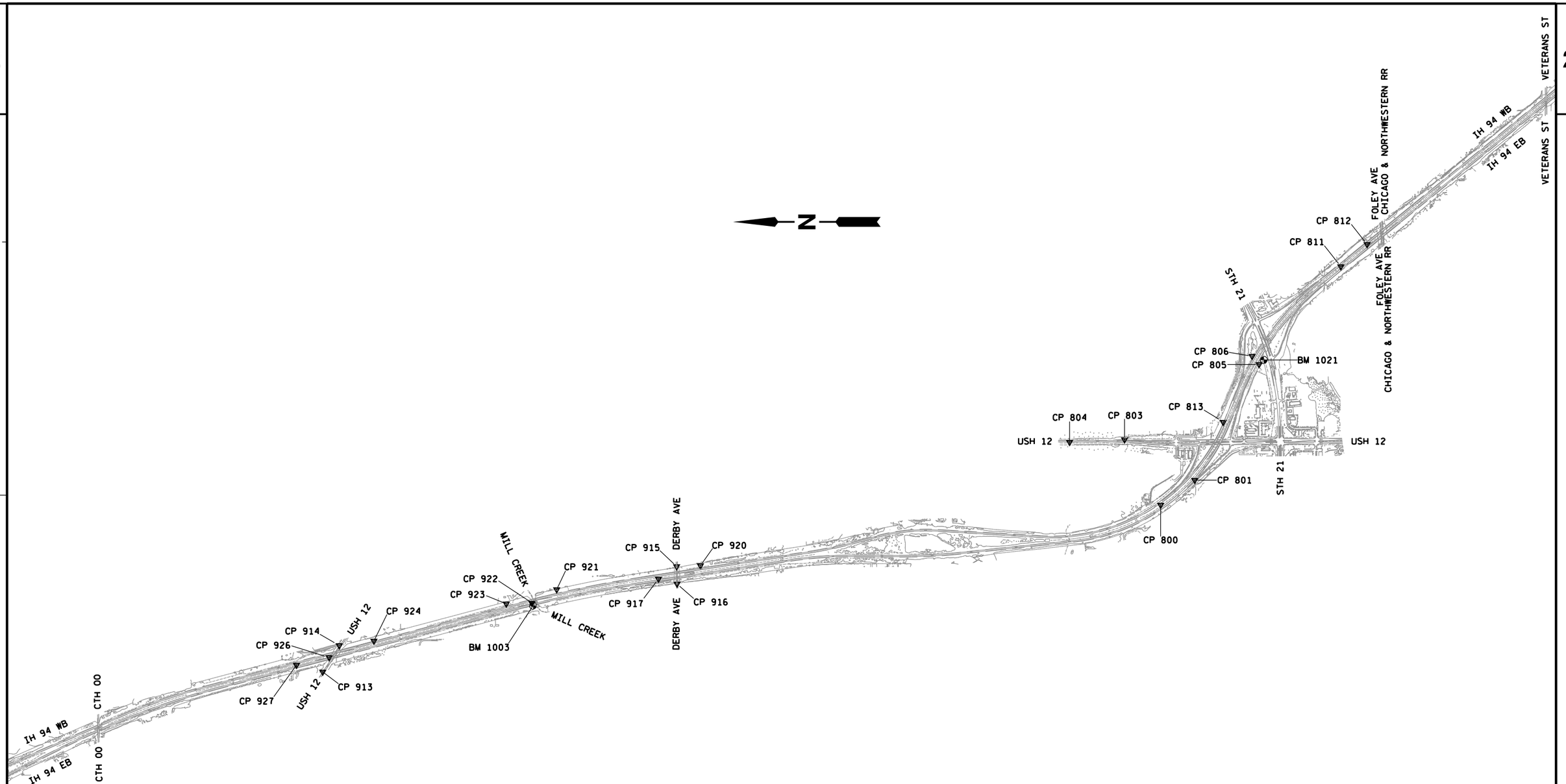
FILE NAME : N:\PDS\c3d\10230204\SheetsPlan\10230283\027005_dt.dgn PLOT DATE : 30-JUN-2015 21:56 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 1200.000000:1.000000

2



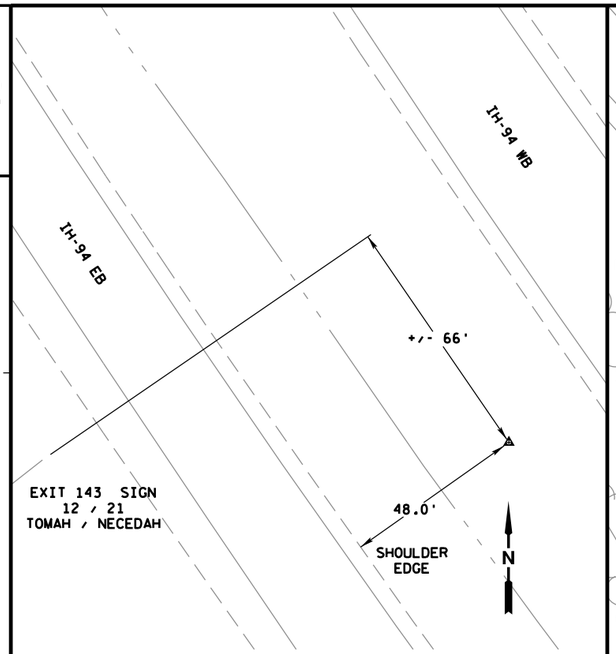
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL - DETOUR SIGNING	SHEET	E

FILE NAME : U:\SueD\027007_dt.dgn PLOT DATE : 15-SEP-2015 15:09 PLOT BY : dotszz PLOT NAME : PLOT SCALE : 10000:1

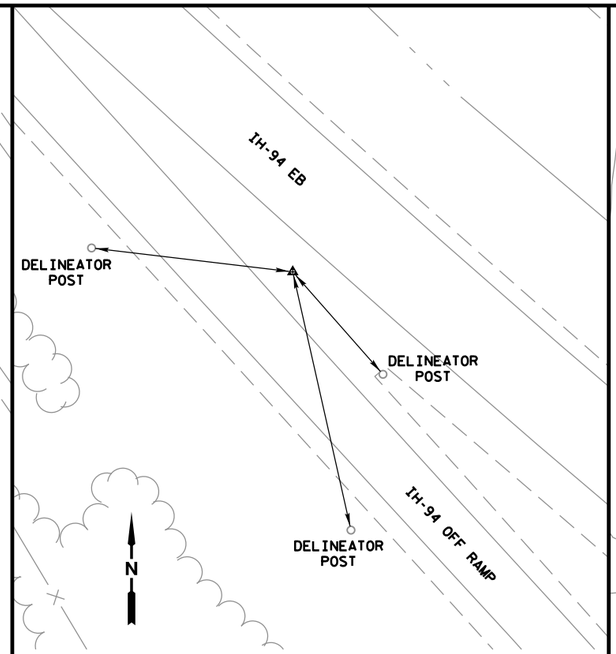


PROJECT NO: 1023-02-83	HWY: IH-94	COUNTY: MONROE	ALIGNMENT TIES - CONTROL POINTS LOCATION MAP	SHEET 123	E

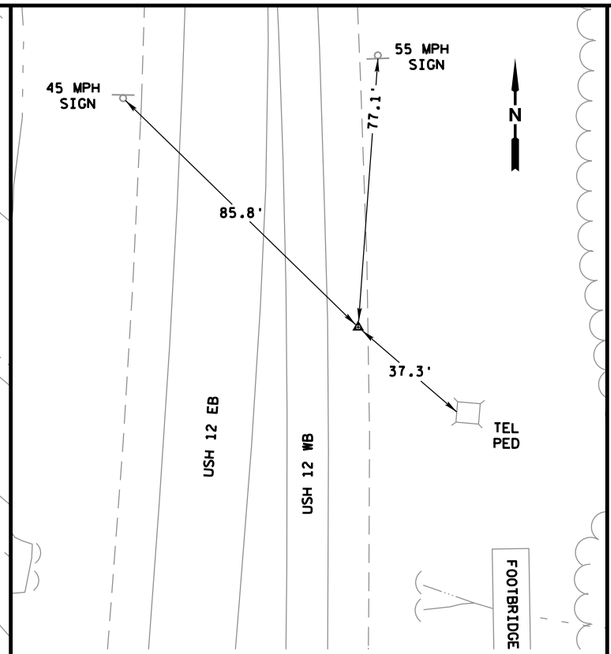
FILE NAME : N:\PDS\c3d\10230204\SheetsPlan\10230283\027201_ad.dgn PLOT DATE : 11-JUN-2015 21:09 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 40.000000:1.000000
WISDOT/CADDS SHEET 42



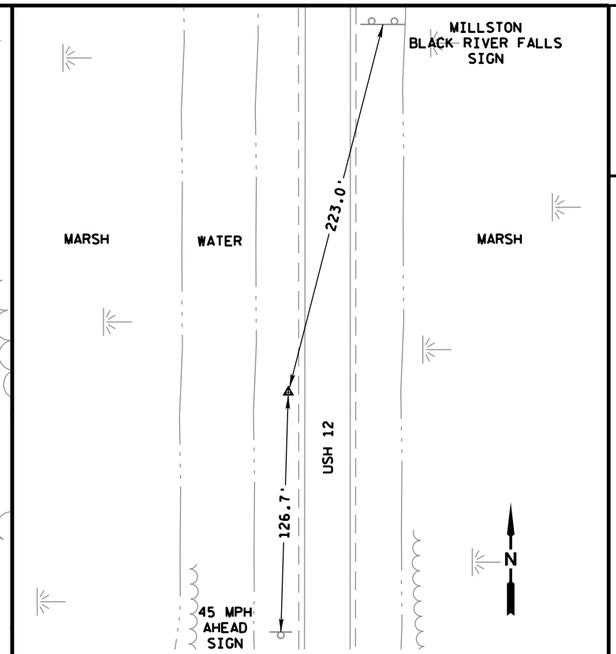
CONTROL POINT 800
REBAR WITH CAP
X=705624.72 Y=408992.46
+/- 1500 FT WEST OF IH-94 & USH 12 INTERSECTION



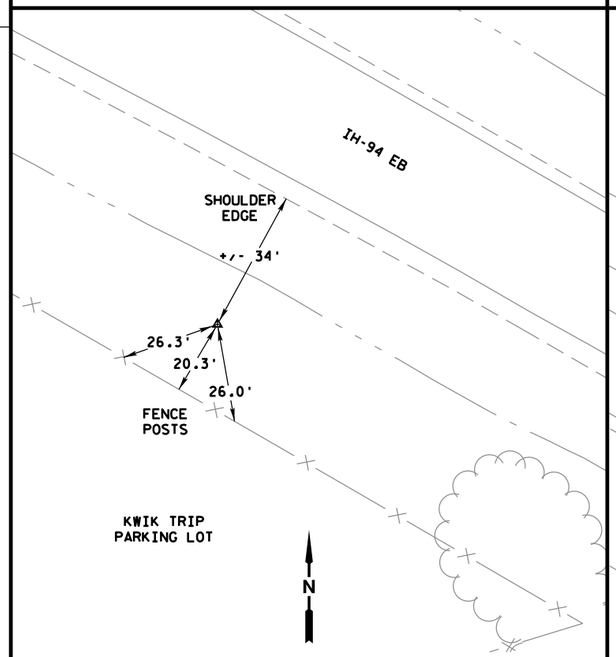
CONTROL POINT 801
MAG NAIL
X=706130.07 Y=408298.49
+/- 500 FT WEST OF IH-94 & USH 12 INTERSECTION



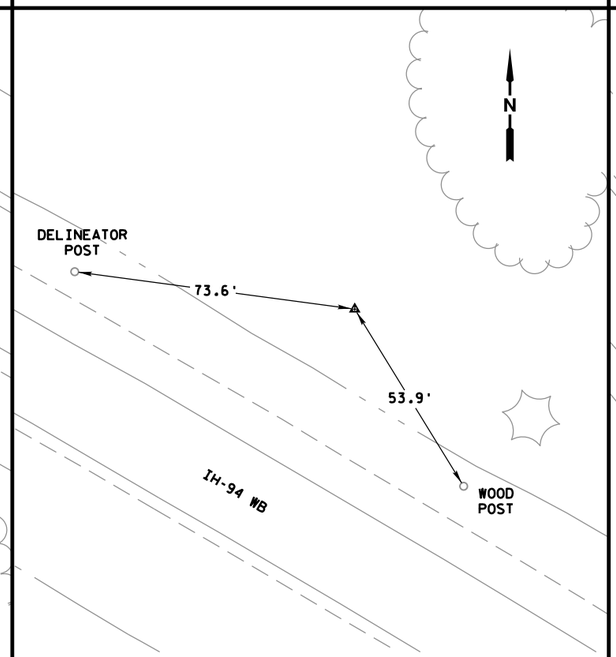
CONTROL POINT 803
MAG NAIL
X=706955.58 Y=409726.40
+/- .35 MI NORTH OF IH-94 WB & USH 12 INTERSECTION



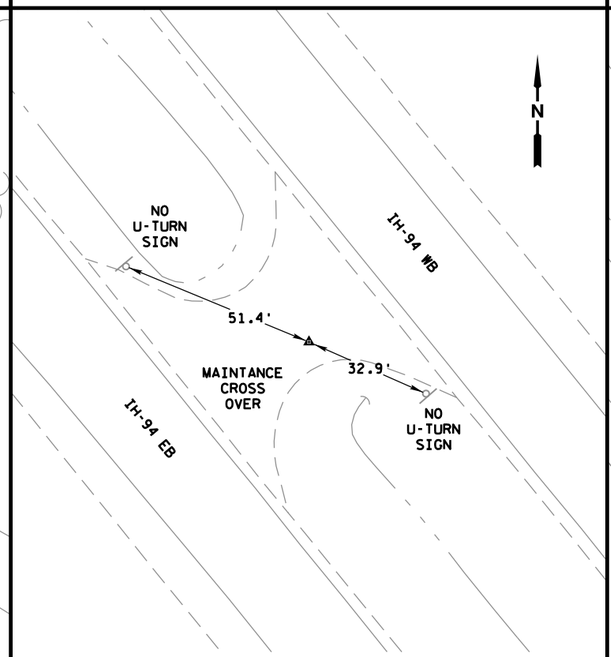
CONTROL POINT 804
REBAR WITH CAP
X=706903.20 Y=410843.52
+/- .56 MI NORTH OF IH-94 WB & USH 12 INTERSECTION



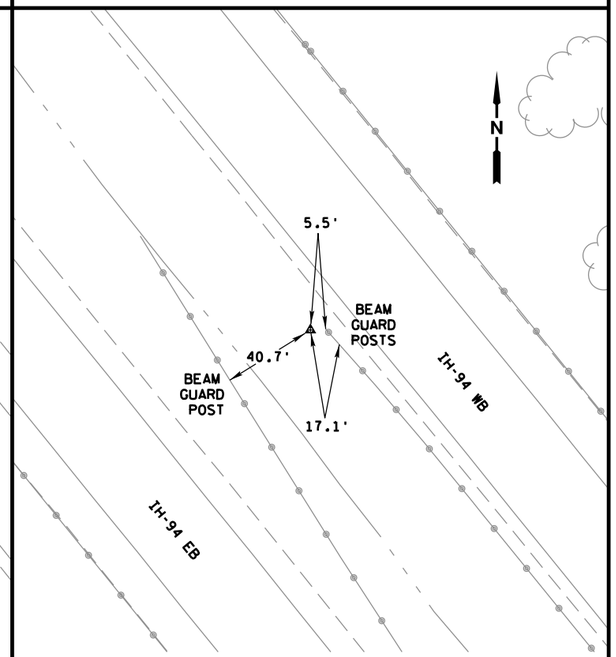
CONTROL POINT 805
REBAR WITH CAP
X=708483.89 Y=406990.44
+/- 300 FT WEST OF IH-94 & STH 21 INTERSECTION



CONTROL POINT 806
REBAR WITH CAP
X=708651.98 Y=407133.11
+/- 300 FT WEST OF IH-94 & STH 21 INTERSECTION



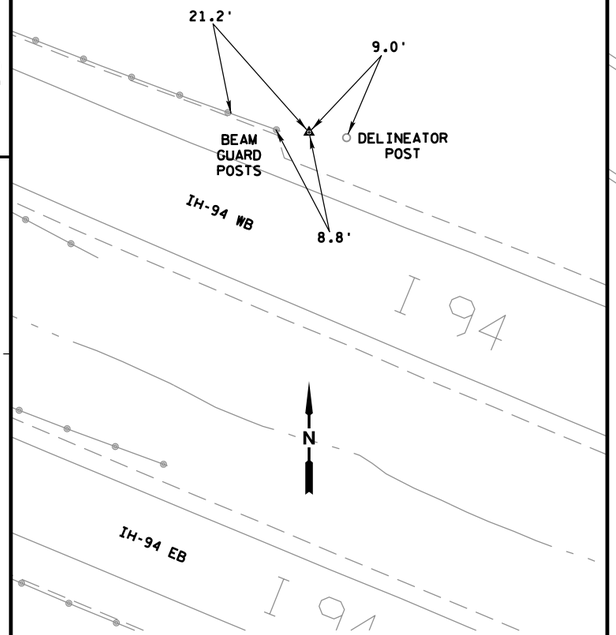
CONTROL POINT 811
MAG NAIL
X=710475.09 Y=405327.59
+/- .42 MI EAST OF IH-94 & STH 21 INTERSECTION



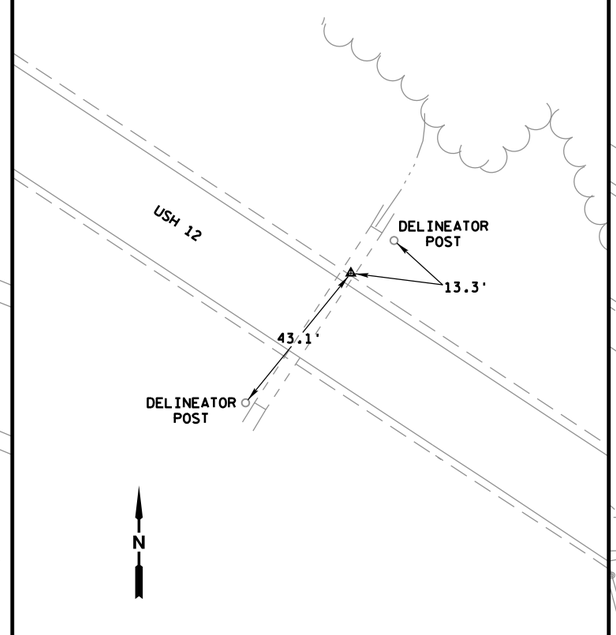
CONTROL POINT 812
REBAR WITH CAP
X=710925.84 Y=404793.46
+/- .55 MI EAST OF IH-94 & STH 21 INTERSECTION

PROJECT NO: 1023-02-83	HWY: IH-94	COUNTY: MONROE	ALIGNMENT TIES	SHEET 124	E

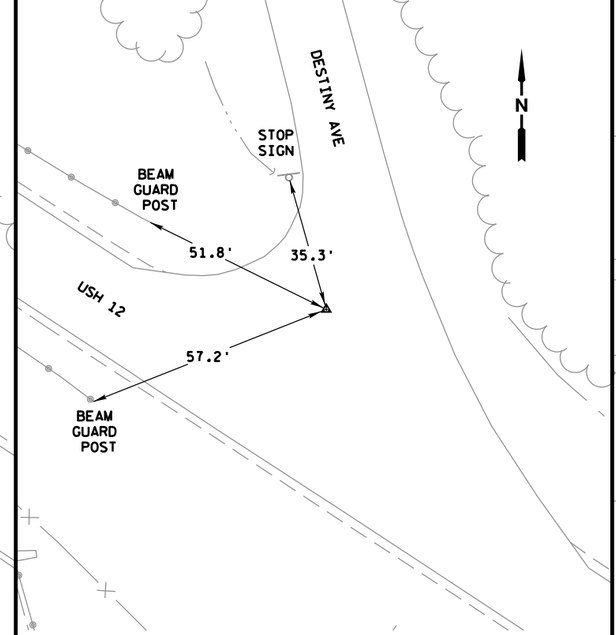
FILE NAME : N:\PDS\c3d\10230204\SheetsPlan\10230283\027203_ad.dgn PLOT DATE : 11-JUN-2015 20:13 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 40.000000:1.000000



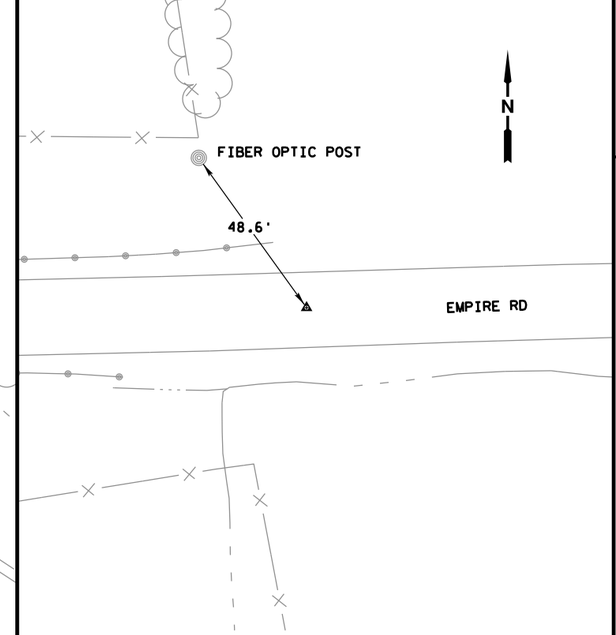
CONTROL POINT 813
REBAR WITH CAP
X=707309.83 Y=407720.56
+/- 300 FT EAST OF IH-94 & USH 12 INTERSECTION



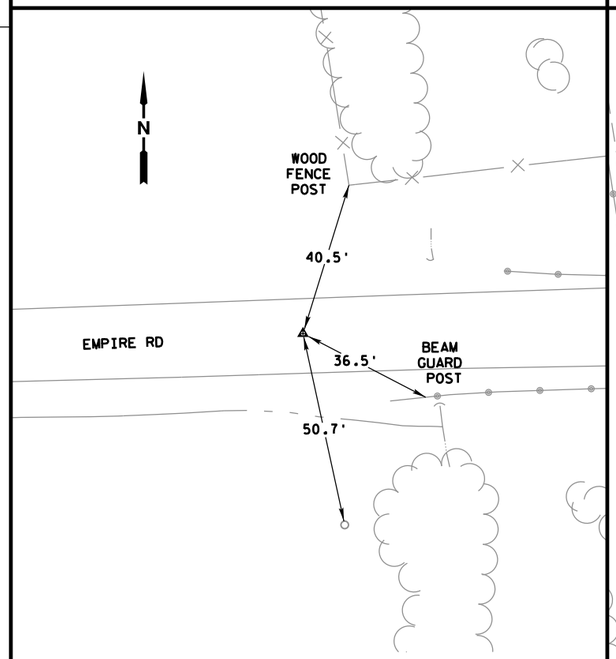
CONTROL POINT 913
MAG NAIL
X=702229.25 Y=426031.57
+/- 300 FT WEST OF IH-94 EB & USH 12 INTERSECTION



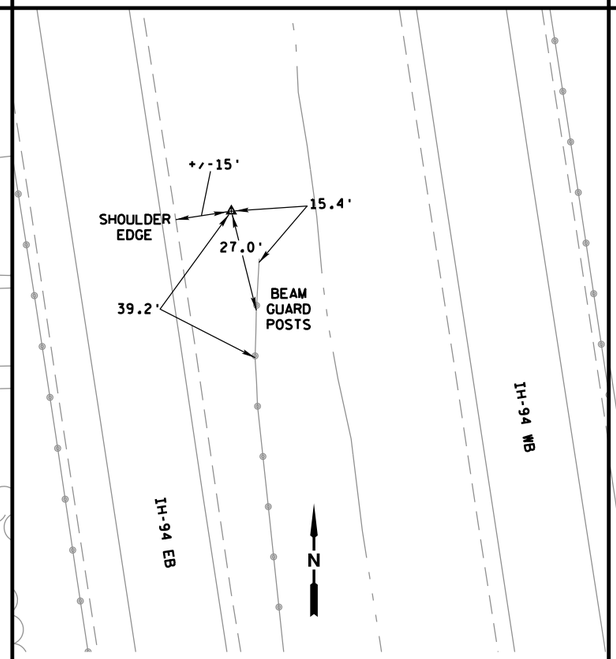
CONTROL POINT 914
MAG NAIL
X=702767.56 Y=425696.97
AT USH 12 & DESTINY AVE INTERSECTION



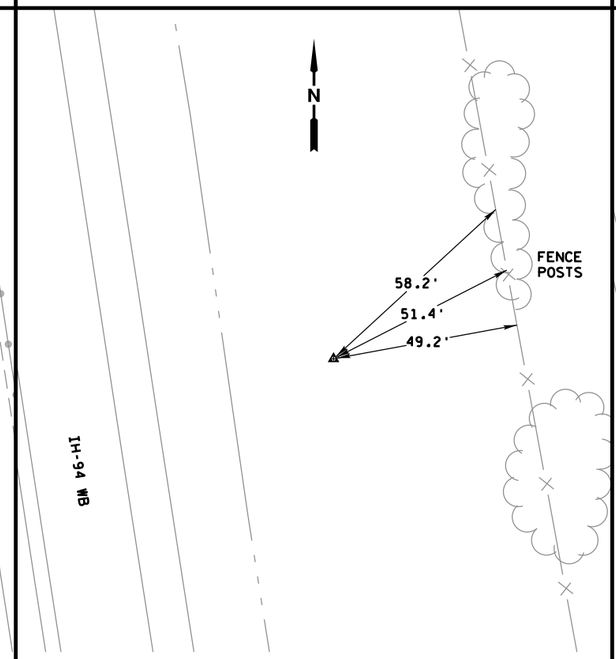
CONTROL POINT 915
MAG NAIL
X=704374.76 Y=418834.79
+/- 100 FT EAST OF IH-94 WB & EMPIRE ROAD INTERSECTION



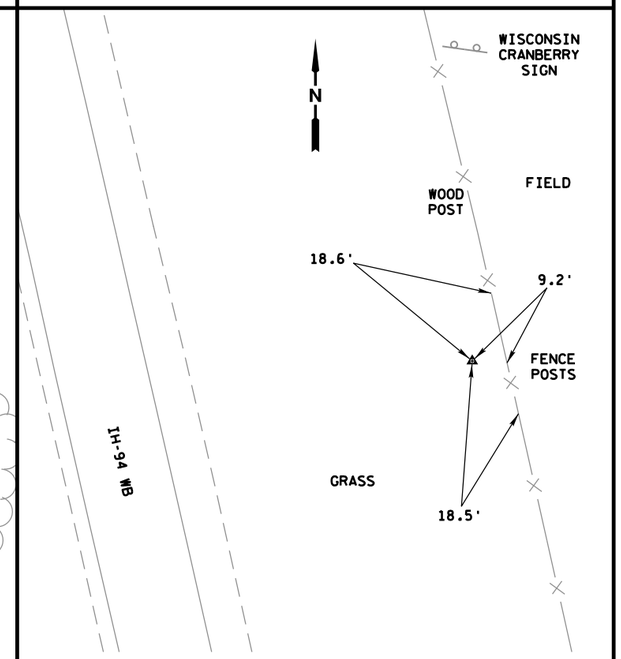
CONTROL POINT 916
MAG NAIL
X=704018.84 Y=418826.52
+/- 100 FT WEST OF IH-94 EB & EMPIRE ROAD INTERSECTION



CONTROL POINT 917
REBAR WITH CAP
X=704120.67 Y=419203.99
+/- 200 FT NORTH OF IH-94 & EMPIRE ROAD INTERSECTION



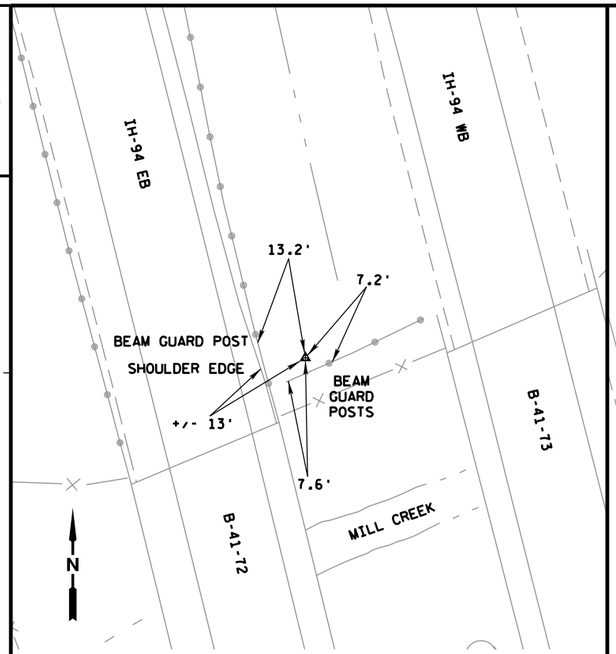
CONTROL POINT 920
REBAR
X=704391.92 Y=418351.16
+/- 300 FT SOUTH OF IH-94 & EMPIRE RD INTERSECTION



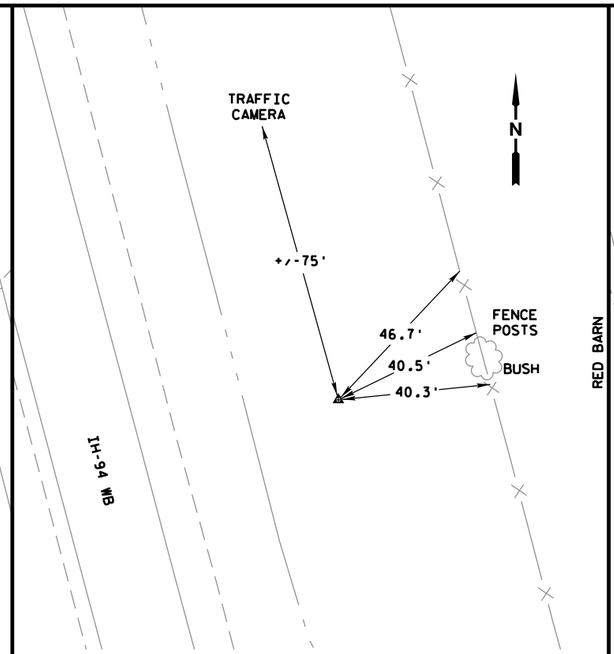
CONTROL POINT 921
REBAR WITH CAP
X=703905.35 Y=421274.19
+/- 300 FT SOUTH OF IH-94 & MILL CREEK INTERSECTION

PROJECT NO: 1023-02-83	HWY: IH-94	COUNTY: MONROE	ALIGNMENT TIES	SHEET 125	E

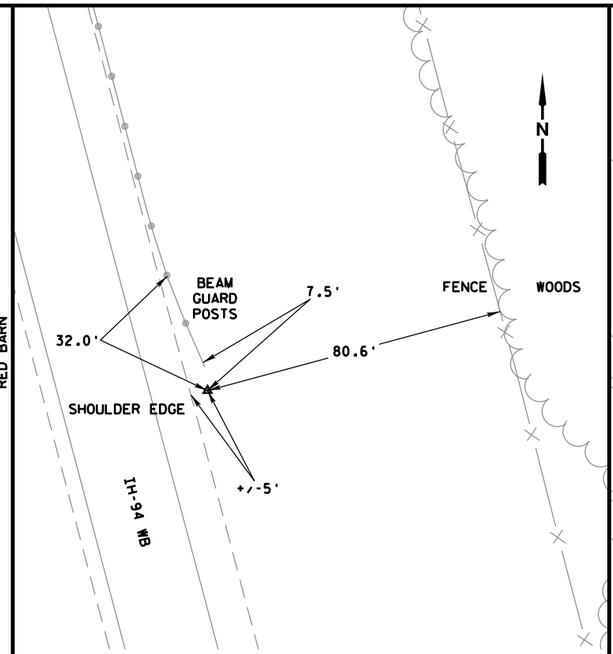
FILE NAME : N:\PDS\c3d\10230204\SheetsPlan\10230283\027205_ad.dgn PLOT DATE : 11-JUN-2015 20:41 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 40.000000:1.000000



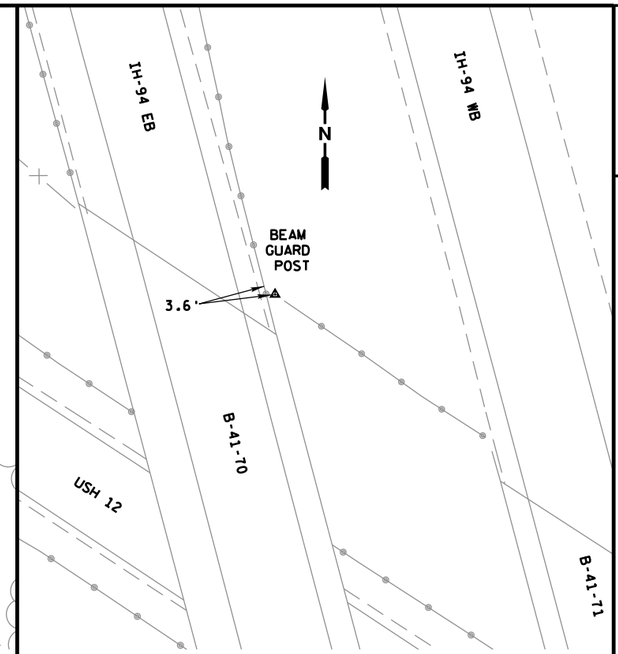
CONTROL POINT 922
REBAR WITH CAP
X=703627.57 Y=421776.66
+/- 50 FT NORTH OF IH-94 & MILL CREEK INTERSECTION



CONTROL POINT 923
REBAR WITH CAP
X=703615.06 Y=422298.95
+/- 500 FT NORTH OF IH-94 & MILL CREEK INTERSECTION

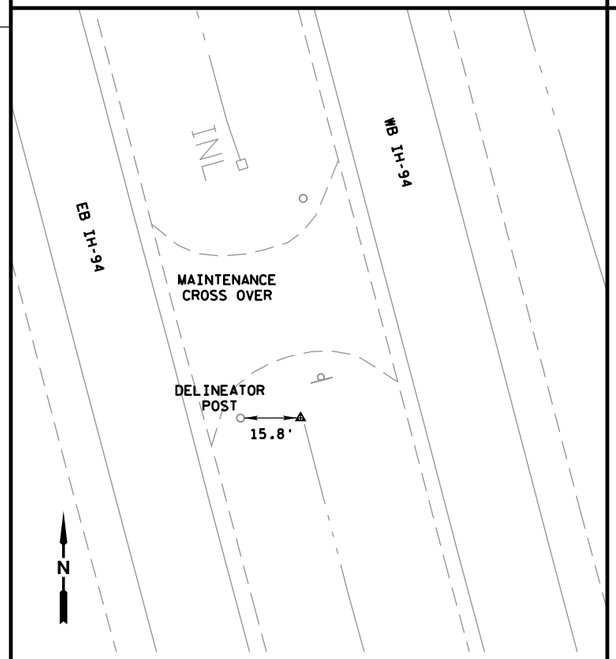


CONTROL POINT 924
REBAR WITH CAP
X=702859.25 Y=424990.70
+/- 600 FT SOUTH OF IH-94 & USH 12 INTERSECTION



CONTROL POINT 926
REBAR WITH CAP
X=702524.72 Y=425902.28
+/- 50 FT NORTH OF IH-94 & USH 12 INTERSECTION

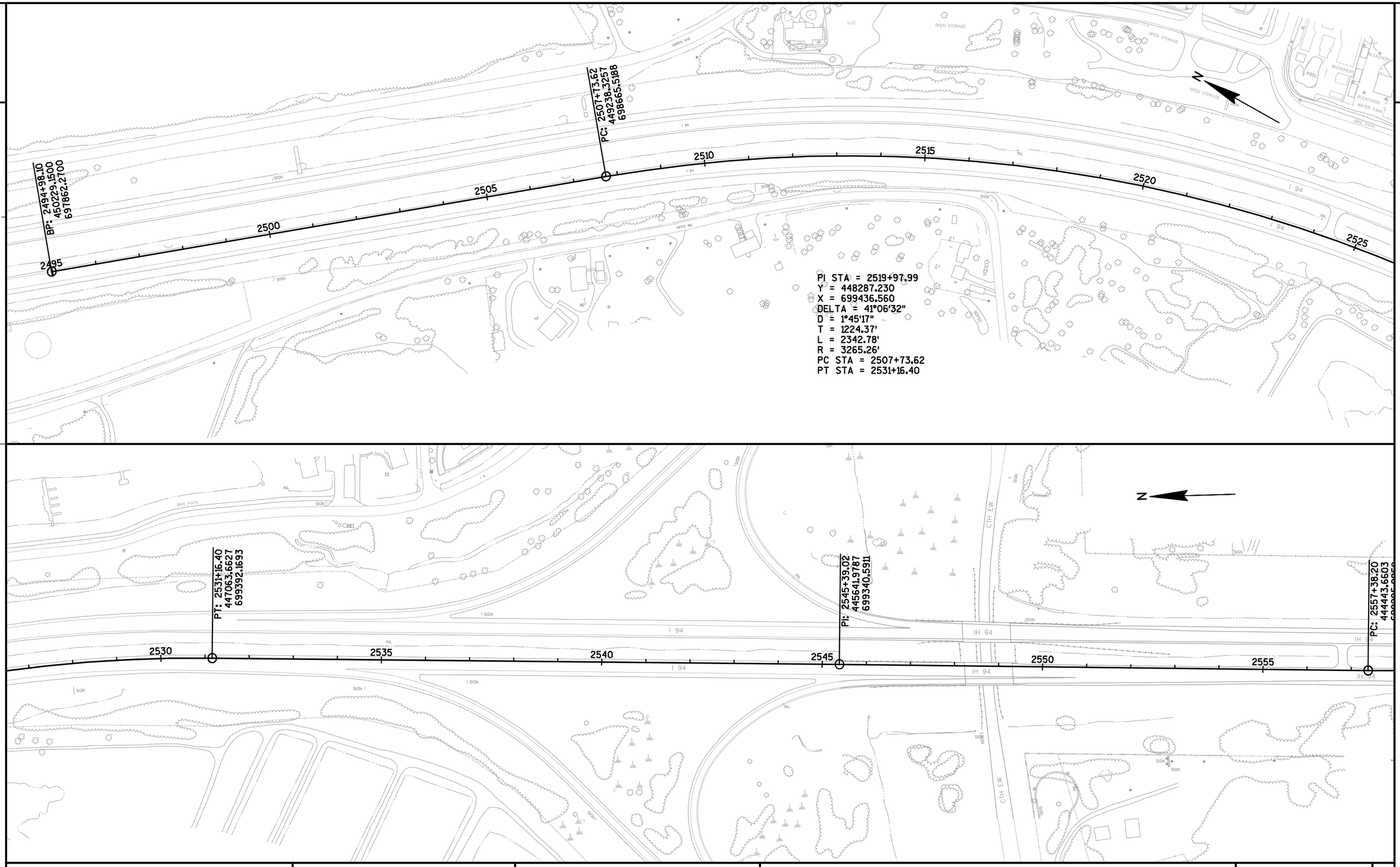
2



CONTROL POINT 927
REBAR WITH CAP
X=702368.83 Y=426565.30
+/- 600 FT NORTH OF IH-94 & USH 12 INTERSECTION

PROJECT NO: 1023-02-83	HWY: IH-94	COUNTY: MONROE	ALIGNMENT TIES	SHEET 126	E

FILE NAME : N:\PDS\c3d\10230204\SheetsPlan\10230283\027207_ad.dgn PLOT DATE : 11-JUN-2015 20:58 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 40.000000:1.000000
WISDOT/CADDS SHEET 42



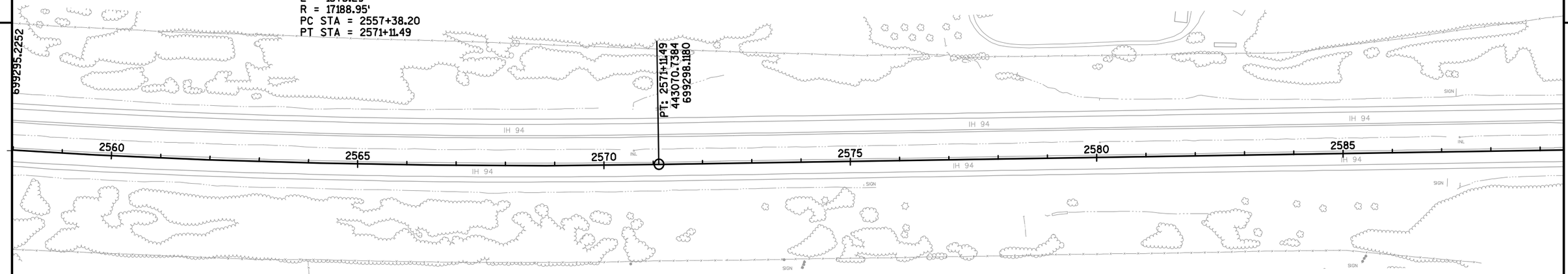
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 127	E

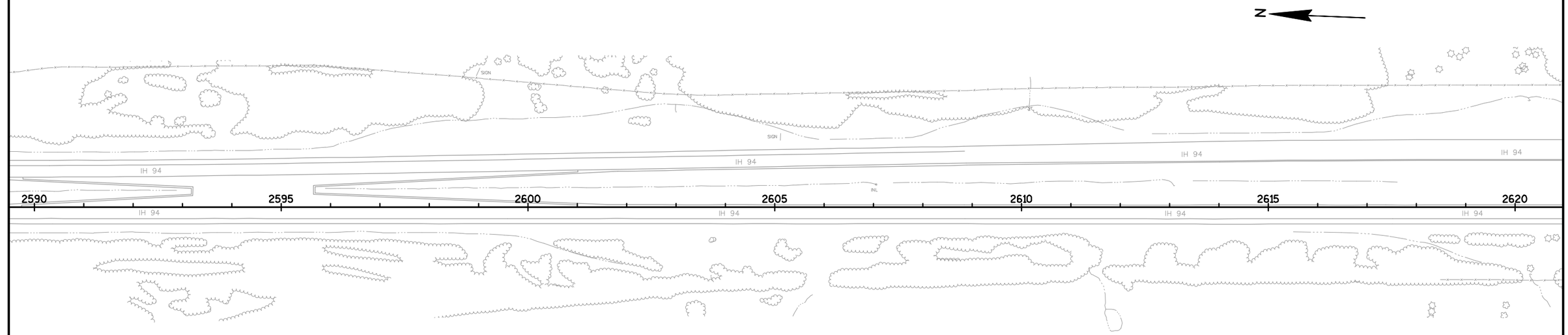
FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\027209_AD.DWG PLOT DATE : 6/29/2015 7:36 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

PI STA = 2564+25.21
Y = 443757.142
X = 699269.235
DELTA = 4°34'39"
D = 0°20'00"
T = 687.01'
L = 1373.29'
R = 17188.95'
PC STA = 2557+38.20
PT STA = 2571+11.49

699295.2252

PT: 2571+11.49
443070.7384
699298.1180





PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 128	E

2

2

N

IH 94

2625 2630 2635 2640 2645 2650

SIGN

PI STA = 2668+62.65
Y = 433328.197
X = 699708.072
DELTA = 24°07'19"
D = 1°13'04"
T = 1005.29'
L = 1980.80'
R = 4704.90'
PC STA = 2658+57.36
PT STA = 2678+38.16

PC: 2658+57.36
434332.6013
699665.8078

PT: 2678+38.16
432428.7729
700157.1258

2655 2660 2665 2670 2675 2680

PORTLAND

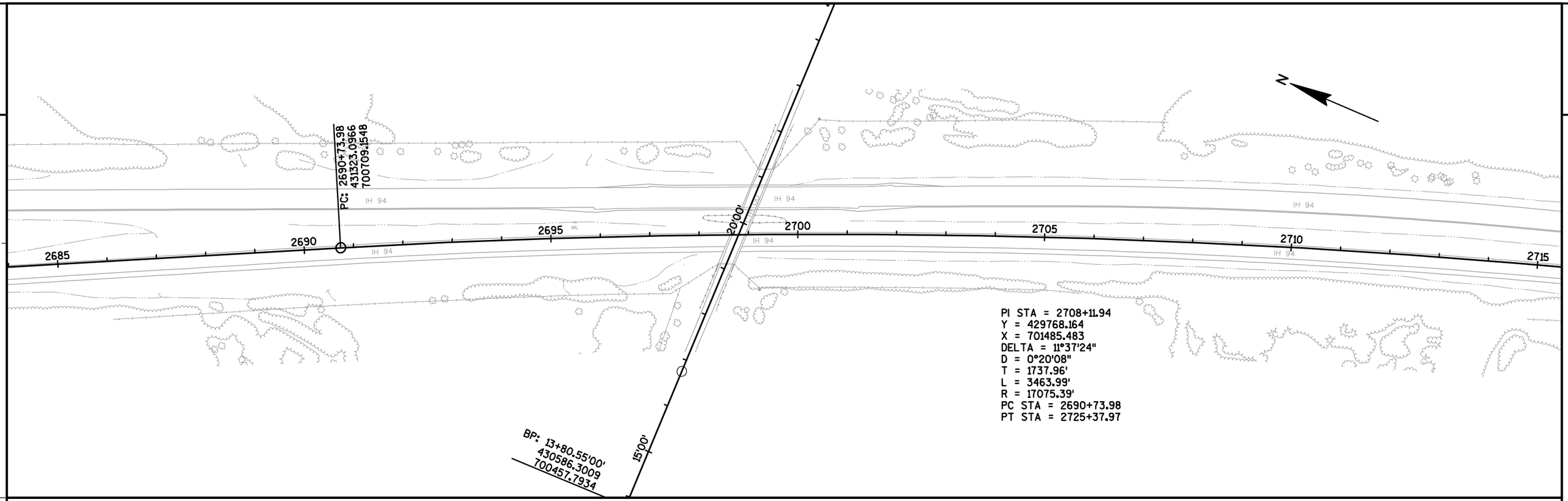
INL

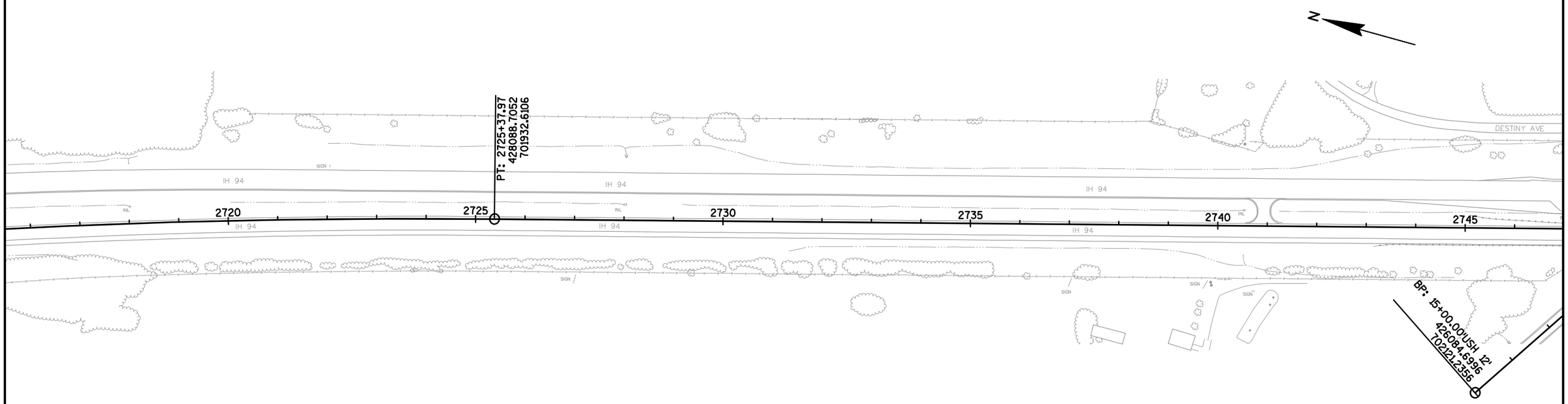
PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 129	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\027209_AD.DWG PLOT DATE : 6/29/2015 7:37 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

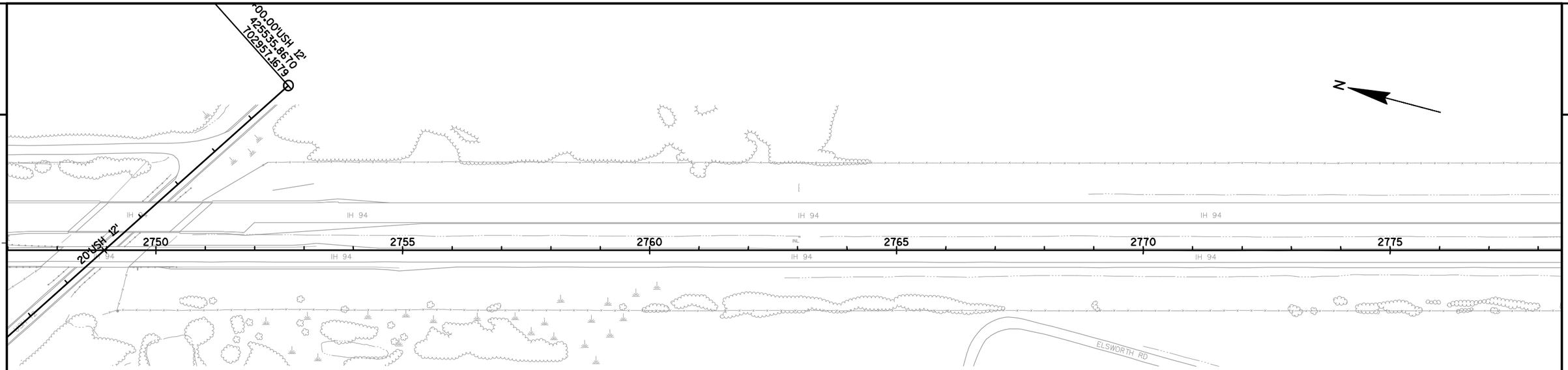
2



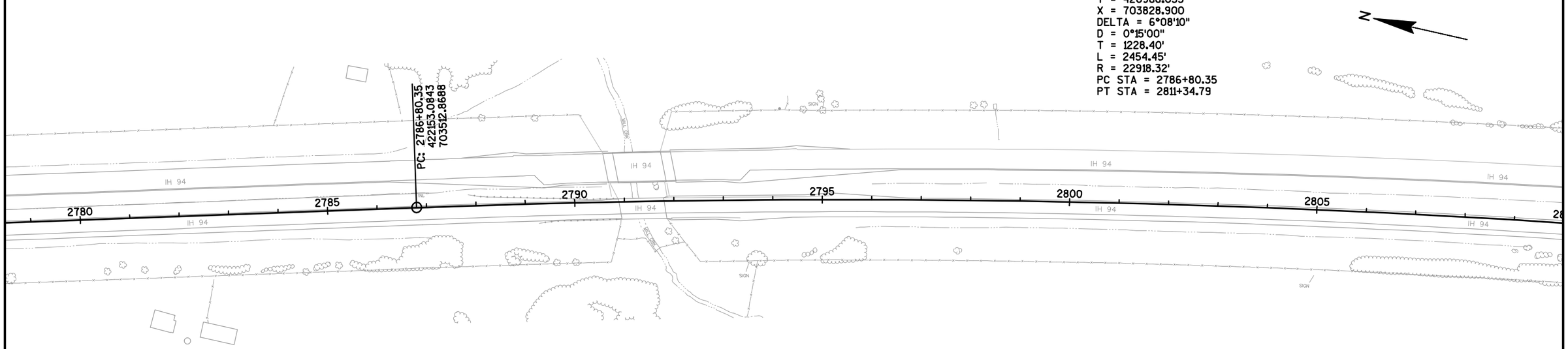


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 130	E

2

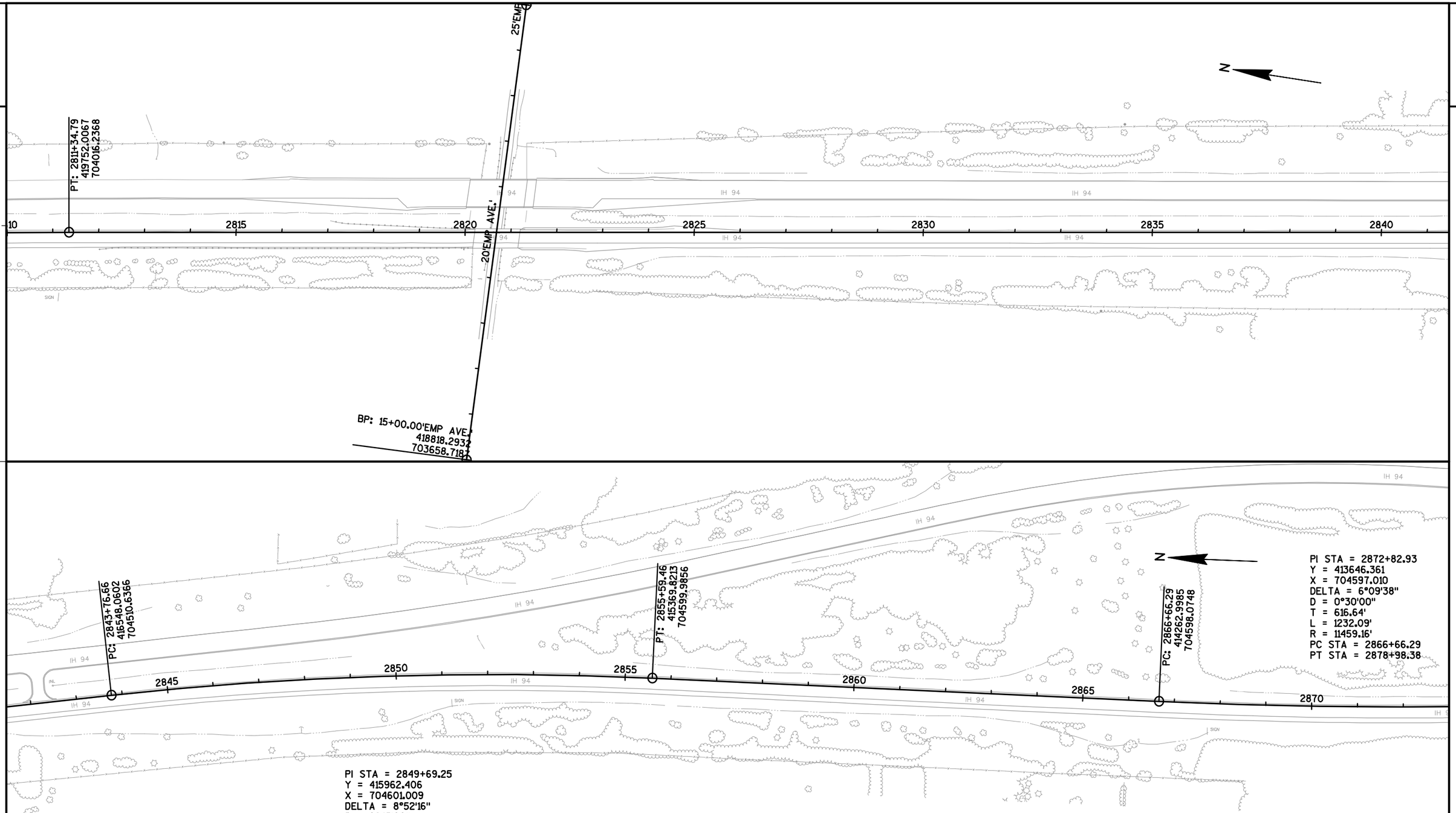


PI STA = 2799+08.74
Y = 420966.035
X = 703828.900
DELTA = 6°08'10"
D = 0°15'00"
T = 1228.40'
L = 2454.45'
R = 22918.32'
PC STA = 2786+80.35
PT STA = 2811+34.79

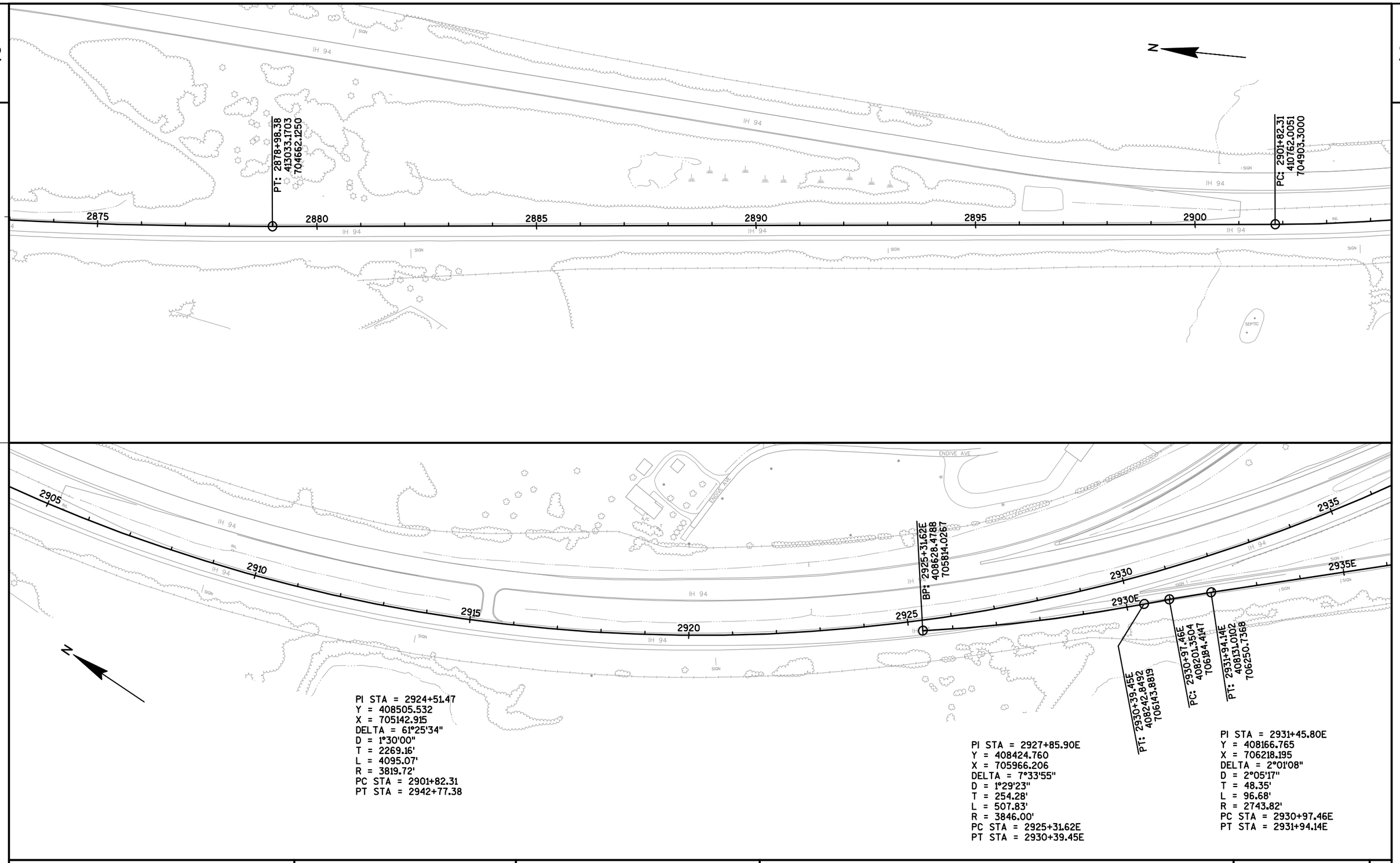


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 131	E

2



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 132	E

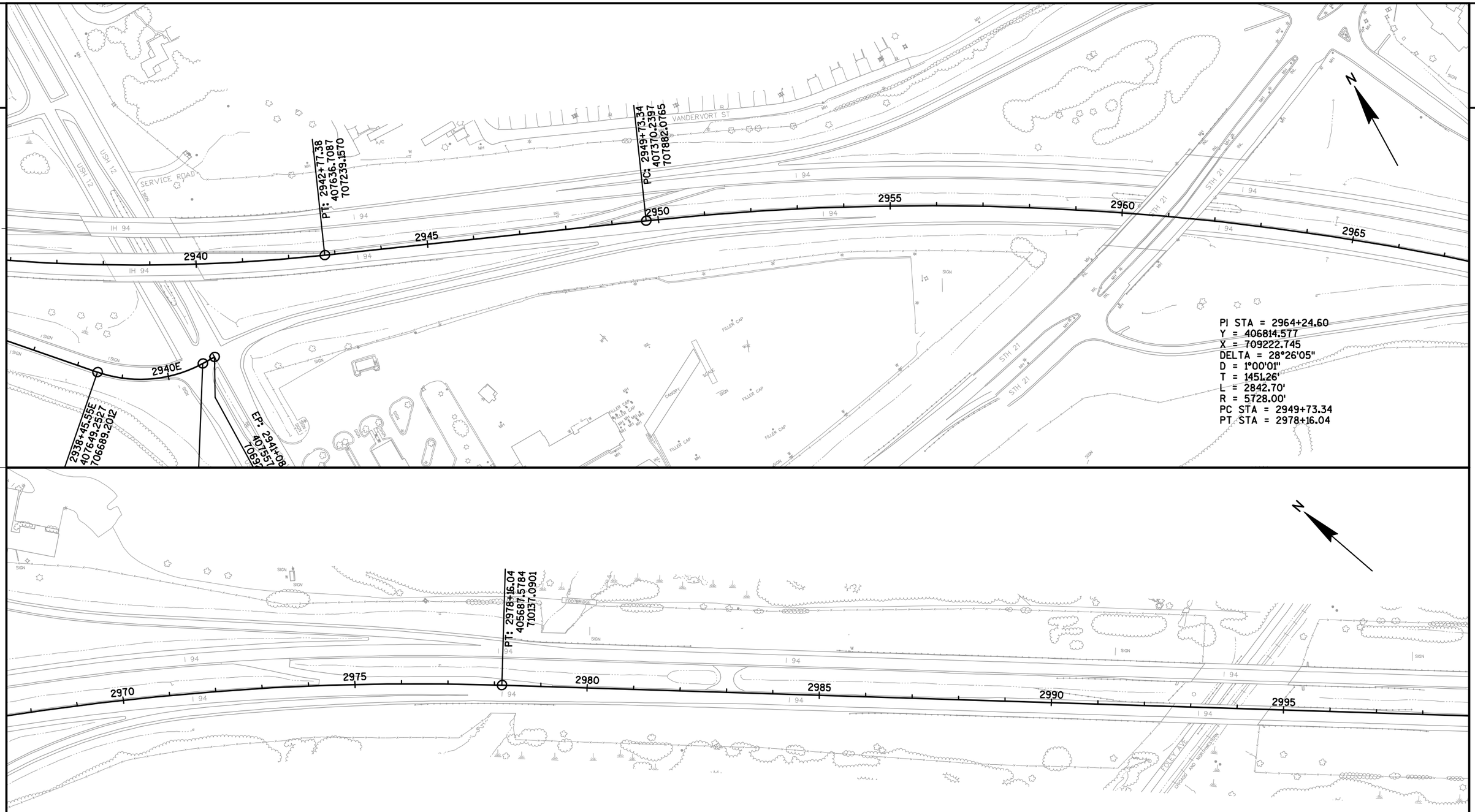


PI STA = 2924+51.47
Y = 408505.532
X = 705142.915
DELTA = 61°25'34"
D = 1°30'00"
T = 2269.16'
L = 4095.07'
R = 3819.72'
PC STA = 2901+82.31
PT STA = 2942+77.38

PI STA = 2927+85.90E
Y = 408424.760
X = 705966.206
DELTA = 7°33'55"
D = 1°29'23"
T = 254.28'
L = 507.83'
R = 3846.00'
PC STA = 2925+31.62E
PT STA = 2930+39.45E

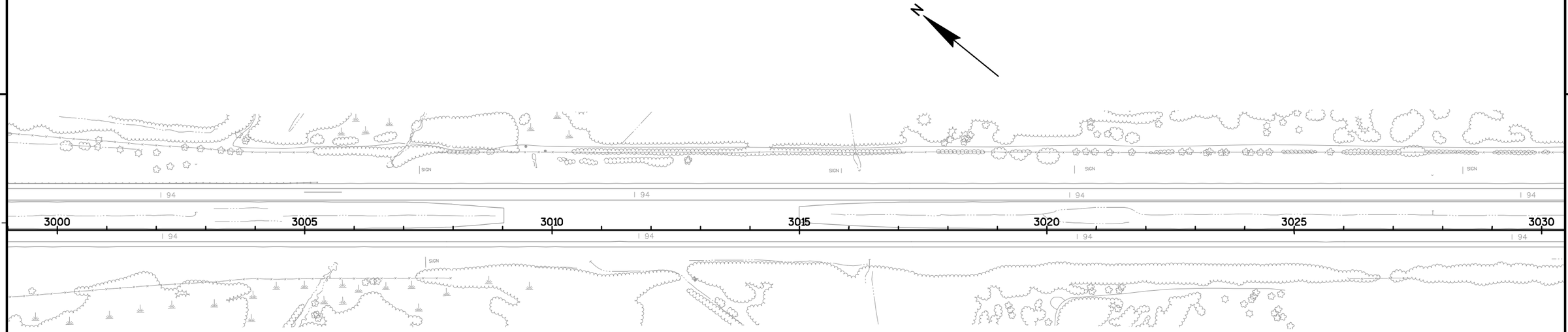
PI STA = 2931+45.80E
Y = 408166.765
X = 706218.195
DELTA = 2°01'08"
D = 2°05'17"
T = 48.35'
L = 96.68'
R = 2743.82'
PC STA = 2930+97.46E
PT STA = 2931+94.14E

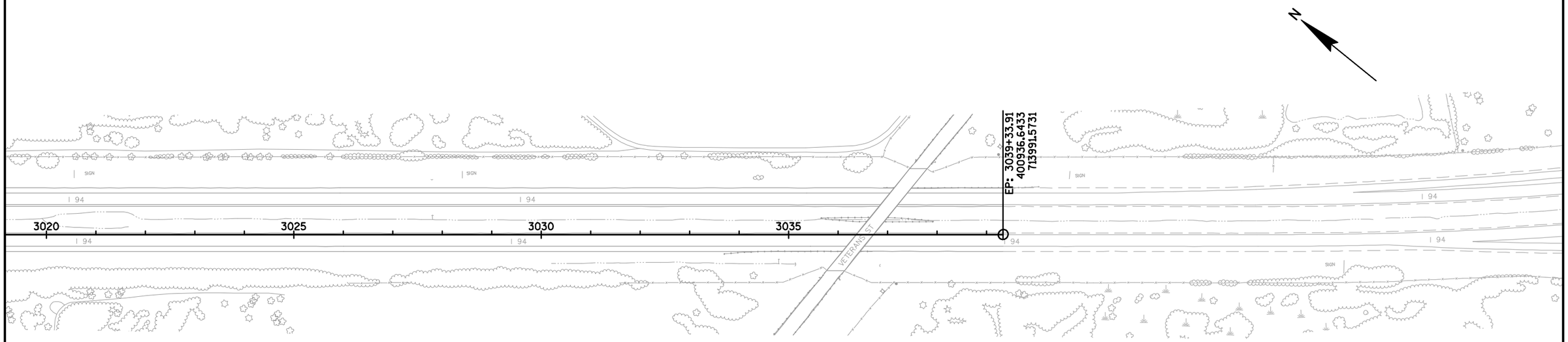
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 133	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 134	E

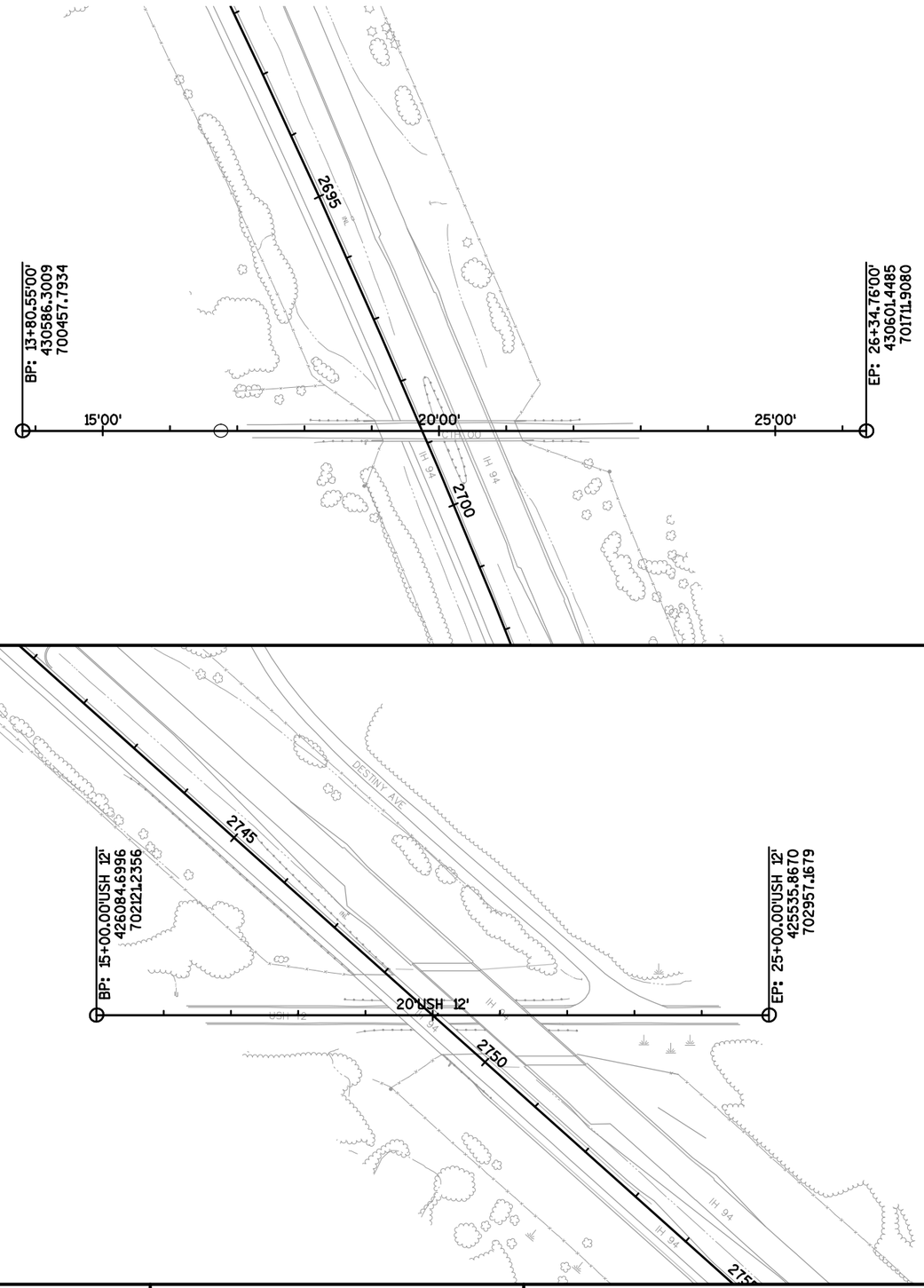
2





PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 135	E

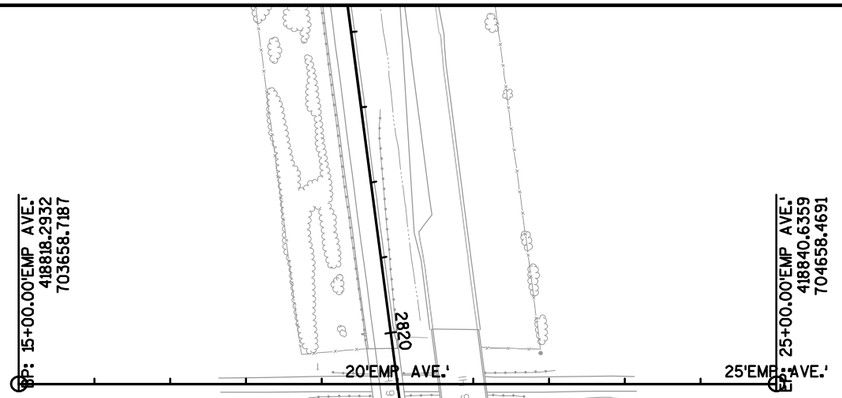
2

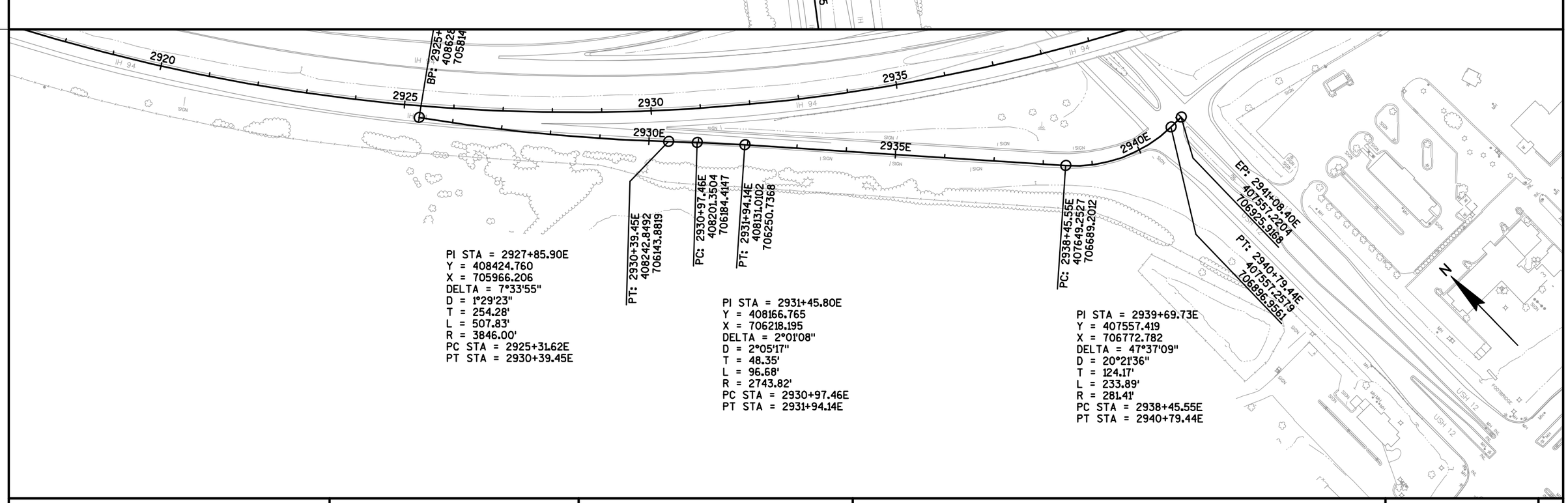


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 136	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\027209_AD.DWG PLOT DATE : 6/29/2015 7:41 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : **********

2





PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 137	E

PI STA = 2917+92.14D
Y = 409278.610
X = 705509.828
DELTA = 5°30'59"
D = 1°31'56"
T = 180.14'
L = 360.00'
R = 3739.16'
PC STA = 2916+12.00D
PT STA = 2919+72.00D

PI STA = 2921+22.15D
Y = 409005.430
X = 705695.391
DELTA = 4°35'39"
D = 1°31'50"
T = 150.15'
L = 300.15'
R = 3743.38'
PC STA = 2919+72.00D
PT STA = 2922+72.14D

PI STA = 2924+22.15D
Y = 408769.830
X = 705881.344
DELTA = 4°31'03"
D = 1°30'24"
T = 150.00'
L = 299.85'
R = 3802.95'
PC STA = 2922+72.14D
PT STA = 2925+72.00D

PI STA = 2931+05.47D
Y = 408272.616
X = 706350.300
DELTA = 39°34'29"
D = 3°51'50"
T = 533.47'
L = 1024.19'
R = 1482.80'
PC STA = 2925+72.00D
PT STA = 2935+96.18D

PI STA = 2924+51.47
Y = 408505.532
X = 705142.915
DELTA = 61°25'34"
D = 1°30'00"
T = 2269.16'
L = 4095.07'
R = 3819.72'
PC STA = 2901+82.31
PT STA = 2942+77.38

BP: 2916+12.00D 409435.2909 705420.9447
PCC: 2919+72.00D 409131.1987 705613.3616
PCC: 2922+72.14D 408886.6362 705787.2295
PCC: 2925+72.00D 408660.7994 705984.3668
EP: 2935+96.18D 408206.5379 706879.8654
PC: 2942+77.38 407636.4270

BP: 2940+10.21F 407551.2204 706925.9168
PT: 2942+48.95F 407525.5362 707041.7337
EP: 2944+29.09F 407476.5334 707335.0874

PI STA = 2941+30.39F
Y = 407558.226
X = 707046.089
DELTA = 16°15'50"
D = 6°48'45"
T = 120.18'
L = 238.74'
R = 841.04'
PC STA = 2940+10.21F
PT STA = 2942+48.95F

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 138	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\027210_AD.DWG PLOT DATE : 6/29/2015 7:46 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 44

PI STA = 510+47.36C
Y = 409664.367
X = 706927.952
DELTA = 0°28'44"
D = 0°29'51"
T = 48.11'
L = 96.23'
R = 11515.30'
PC STA = 509+99.25C
PT STA = 510+95.47C

PI STA = 517+17.12C
Y = 408994.792
X = 706912.099
DELTA = 1°58'02"
D = 0°42'45"
T = 138.07'
L = 276.12'
R = 8041.55'
PC STA = 515+79.05C
PT STA = 518+55.17C

BP: 500+00.00B
410711.5876
706935.7240

PC: 506+05.47B
410106.1160
706936.1676

PT: 511+41.56B
409570.5256
706916.1746

PC: 515+20.03B
409193.1313
706887.6818

PT: 519+56.26B
408757.2618
706873.6390

BP: 509+00.83C
409810.8830
706930.1958

PC: 509+99.25C
409712.4749
706928.6886

PT: 510+95.47C
409616.2667
706926.8129

PC: 515+79.05C
409132.8248
706915.3671

PT: 518+55.17C
408856.7281
706913.5716

PI STA = 508+73.64B
Y = 409837.940
X = 706936.364
DELTA = 4°21'34"
D = 0°48'48"
T = 268.18'
L = 536.09'
R = 7045.66'
PC STA = 506+05.47B
PT STA = 511+41.56B

PI STA = 517+38.28B
Y = 408975.500
X = 706871.251
DELTA = 4°56'40"
D = 1°08'00"
T = 218.25'
L = 436.23'
R = 5054.93'
PC STA = 515+20.03B
PT STA = 519+56.26B

PI STA = 517+17.12C
Y = 408994.792
X = 706912.099
DELTA = 1°58'02"
D = 0°42'45"
T = 138.07'
L = 276.12'
R = 8041.55'
PC STA = 515+79.05C
PT STA = 518+55.17C

706913.5716

EP: 538+81.00C
406831.0156
706935.1765

PI: 535+36.23B
407177.3832
706890.9272

EP: 536+82.62B
406831.0156
706894.7175

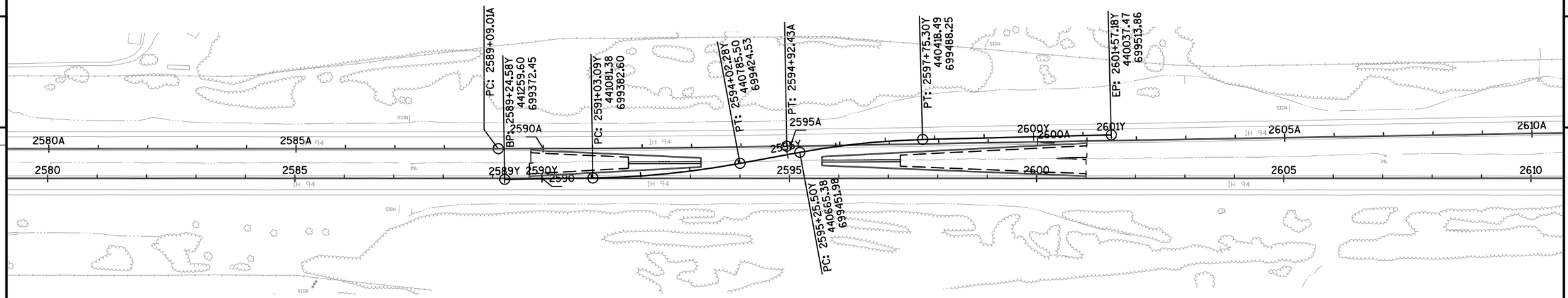
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	ALIGNMENT PLAN	SHEET 139	E

PI STA = 2592+53.03Y
Y = 440931.679
X = 699391.123
DELTA = 9°36'46"
D = 3°12'47"
T = 149.95'
L = 299.19'
R = 1783.29'
PC STA = 2591+03.09Y
PT STA = 2594+02.28Y

PI STA = 2596+50.66Y
Y = 440543.364
X = 699479.861
DELTA = 9°01'41"
D = 3°36'51"
T = 125.16'
L = 249.80'
R = 1585.35'
PC STA = 2595+25.50Y
PT STA = 2597+75.30Y

N

NOTE: FOR INFORMATION ONLY



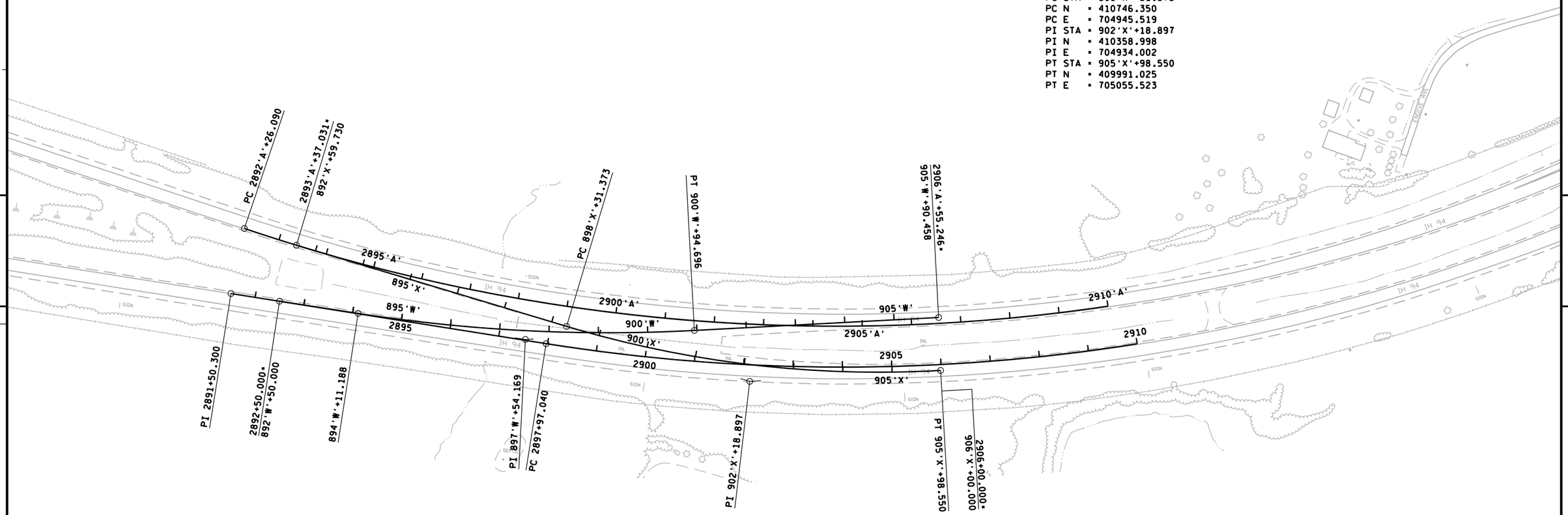
NOTE: FOR INFORMATION ONLY

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\050119_PP.DWG PLOT DATE : 5/13/2015 8:37 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

NOTE: FOR INFORMATION ONLY

CURVE DATA 'X' LINE
Δ = 19 33/64 58'48.0" (LT)
D = 2 33/64 36'15.7"
T = 387.523
L = 767.177
E = 33.870
R = 2200.000
PC STA = 898'X'+31.373
PC N = 410746.350
PC E = 704945.519
PI STA = 902'X'+18.897
PI N = 410358.998
PI E = 704934.002
PT STA = 905'X'+98.550
PT N = 409991.025
PT E = 705055.523



CURVE DATA EB IH 94
Δ = 61°24'03.0" (LT)
D = 1°29'60.0"
T = 2268.021
L = 4093.390
E = 622.597
R = 3819.720
PC STA = 2897+97.040
PC N = 410777.404
PC E = 704900.899
PI STA = 2920+65.061
PI N = 408521.670
PI E = 705136.659
PT STA = 2938+90.430
PT N = 407648.892
PT E = 707230.024

CURVE DATA 'W' LINE
Δ = 11°52'02.3" (LT)
D = 1°44'10.4"
T = 342.981
L = 683.508
E = 17.776
R = 3300.000
PC STA = 894'W'+11.188
PC N = 411161.236
PC E = 704861.459
PI STA = 897'W'+54.169
PI N = 410820.242
PI E = 704898.323
PT STA = 900'W'+94.696
PT N = 410494.117
PT E = 705004.523

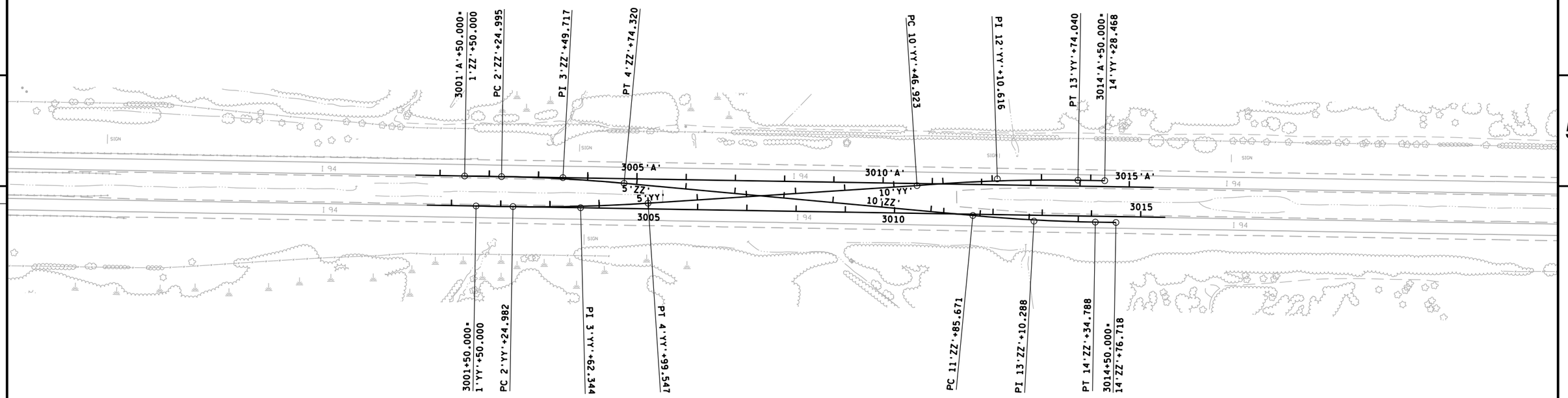
NOTE: FOR INFORMATION ONLY

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN & PROFILE	SHEET 141	E

NOTE: FOR INFORMATION ONLY

CURVE DATA 'ZZ' LINE
Δ = 4 33/64 19'43.9" (RT)
D = 1 33/64 44'10.4"
T = 124.722
L = 249.324
E = 2.356
R = 3300.000
PC STA = 2'Z'+24.995
PC N = 403583.438
PC E = 711922.389
PI STA = 3'Z'+49.717
PI N = 403486.589
PI E = 712000.975
PT STA = 4'Z'+74.320
PT N = 403384.084
PT E = 712072.026

CURVE DATA 'YY' LINE
Δ = 5 33/64 40'46.2" (RT)
D = 1 33/64 44'10.4"
T = 163.692
L = 327.116
E = 4.057
R = 3300.000
PC STA = 10'Y'+46.923
PC N = 402925.338
PC E = 712450.833
PI STA = 12'Y'+10.616
PI N = 402809.063
PI E = 712566.051
PT STA = 13'Y'+74.040
PT N = 402681.955
PT E = 712669.196



CURVE DATA 'YY' LINE
Δ = 4 33/64 46'01.6" (LT)
D = 1 33/64 44'10.4"
T = 137.362
L = 274.565
E = 2.858
R = 3300.000
PC STA = 2'Y'+24.982
PC N = 403526.554
PC E = 711890.697
PI STA = 3'Y'+62.344
PI N = 403419.884
PI E = 711977.240
PT STA = 4'Y'+99.547
PT N = 403320.775
PT E = 712072.349

CURVE DATA 'ZZ' LINE
Δ = 4 33/64 19'30.9" (LT)
D = 1 33/64 44'10.4"
T = 124.618
L = 249.117
E = 2.352
R = 3300.000
PC STA = 11'Z'+85.671
PC N = 402799.448
PC E = 712477.268
PI STA = 13'Z'+10.288
PI N = 402697.029
PI E = 712548.260
PT STA = 14'Z'+34.788
PT N = 402600.256
PT E = 712626.774

NOTE: FOR INFORMATION ONLY

2

SUPERELEVATION DATA

CURVE #1			
PI_{STA}=2668+62.65			
STA.	TYPE	LEFT	RIGHT
2657+19.41	End Normal Crown	-2.00%	-2.00%
2657+79.41	Level Crown	-2.00%	0.00%
2658+39.41	Reverse Crown	-2.00%	2.00%
2658+96.32	Begin Full Super	-3.90%	3.90%
2677+99.19	End Full Super	-3.90%	3.90%
2678+56.10	Reverse Crown	-2.00%	2.00%
2679+16.10	Level Crown	-2.00%	0.00%
2679+76.10	Begin Normal Crown	-2.00%	-2.00%

CURVE #2			
PI_{STA}=2708+11.94			
STA.	TYPE	LEFT	RIGHT
2689+23.98'	End Normal Shoulder	-2.00%	-2.00%
2690+13.98'	Level Crown	0.00%	-2.00%
2691+03.90'	Reverse Crown	2.00%	-2.00%
2691+03.90'	Begin Full Super	2.00%	-2.00%
2691+03.90'	Reverse Crown	2.00%	-2.00%
2725+07.97'	End Full Super	2.00%	-2.00%
2725+07.97'	Reverse Crown	2.00%	-2.00%
2725+67.97'	Begin Normal Crown	-2.00%	-2.00%

CURVE #3			
PI_{STA}=2849+69.25			
STA.	TYPE	LEFT	RIGHT
2842+64.54'	End Normal Crown	-2.00%	-2.00%
2843+24.54'	Level Crown	0.00%	-2.00%
2843+84.54'	Reverse Crown	2.00%	-2.00%
2844+02.72'	Begin Full Super	2.61%	-2.61%
2855+33.41'	End Full Super	2.61%	-2.61%
2855+51.59'	Reverse Crown	2.00%	-2.00%
2856+11.59'	Level Crown	0.00%	-2.00%
2856+71.59'	Begin Normal Crown	-2.00%	-2.00%

CURVE #4			
PI_{STA}=2872+82.93			
STA.	TYPE	LEFT	RIGHT
2865+96.79'	End Normal Crown	-2.00%	-2.00%
2866+38.49'	Level Crown	-2.00%	0.00%
2866+80.19'	Reverse Crown	-2.00%	2.00%
2866+80.19'	Begin Full Super	-2.00%	2.00%
2878+84.48'	End Full Super	-2.00%	2.00%
2878+84.48'	Reverse Crown	-2.00%	2.00%
2879+26.18'	Level Crown	-2.00%	0.00%
2879+67.87'	Begin Normal Crown	-2.00%	-2.00%

CURVE #5			
PI_{STA}=2924+51.47			
STA.	TYPE	LEFT	RIGHT
2900+31.21'	End Normal Crown	-2.00%	-2.00%
2900+91.21'	Level Crown	-2.00%	0.00%
2901+51.21'	Reverse Crown	-2.00%	2.00%
2902+27.85'	Begin Full Super	-4.55%	4.55%
2942+31.84'	End Full Super	-4.55%	4.55%
2943+08.49'	Reverse Crown	-2.00%	2.00%
2943+68.49'	Level Crown	-2.00%	0.00%
2944+28.49'	Begin Normal Crown	-2.00%	-2.00%

CURVE #2		
PI_{STA}=2931+45.80E		
STA.	TYPE	LEFT
2929+61.97'	End Normal Crown	2.00%
2930+15.45'	Level Crown	2.00%
2930+68.93'	Reverse Crown	2.00%
2931+38.45'	Begin Full Super	4.60%
2931+53.14'	End Full Super	4.60%
2932+22.66'	Reverse Crown	2.00%
2932+76.14'	Level Crown	0.00%
2933+29.62'	Begin Normal Crown	-2.00%

DATE 21OCT15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1023-02-83 QUANTITY
0010	201.0105	Clearing	STA	96.000	96.000
0020	201.0205	Grubbing	STA	96.000	96.000
0030	203.0100	Removing Small Pipe Culverts	EACH	10.000	10.000
0040	203.0200	Removing Old Structure (station) 01. 2748+97.70	LS	1.000	1.000
0050	203.0200	Removing Old Structure (station) 02. 2820+70	LS	1.000	1.000
0060	203.0210.S	Abatement of Asbestos Containing Material (structure) 01. B-41-0070	LS	1.000	1.000
0070	203.0210.S	Abatement of Asbestos Containing Material (structure) 02. B-41-72	LS	1.000	1.000
0080	203.0225.S	Debris Containment (structure) 01. B-41-0070	LS	1.000	1.000
0090	203.0600.S	Removing Old Structure Over Waterway With Minimal Debris (station) 01. 2791+44	LS	1.000	1.000
0100	204.0100	Removing Pavement	SY	100,675.000	100,675.000
0110	204.0110	Removing Asphaltic Surface	SY	3,039.000	3,039.000
0120	204.0150	Removing Curb & Gutter	LF	728.000	728.000
0130	204.0170	Removing Fence	LF	55,872.000	55,872.000
0140	204.0180	Removing Delineators and Markers	EACH	120.000	120.000
0150	204.0190	Removing Surface Drains	EACH	2.000	2.000
0160	204.0220	Removing Inlets	EACH	3.000	3.000
0170	204.0245	Removing Storm Sewer (size) 01. 18-Inch	LF	356.000	356.000
0180	204.0245	Removing Storm Sewer (size) 02. 30-Inch	LF	6.000	6.000
0190	204.0245	Removing Storm Sewer (size) 03. 36-Inch	LF	64.000	64.000
0200	204.0245	Removing Storm Sewer (size) 04. 48-Inch	LF	8.000	8.000
0210	204.0245	Removing Storm Sewer (size) 05. 54-Inch	LF	8.000	8.000
0220	204.0245	Removing Storm Sewer (size) 06. 60-Inch	LF	16.000	16.000
0230	204.0270	Abandoning Culvert Pipes	EACH	1.000	1.000
0240	205.0100	Excavation Common	CY	115,751.000	115,751.000
0250	205.0200	Excavation Rock	CY	4,022.000	4,022.000
0260	206.1000	Excavation for Structures Bridges (structure) 01. B-41-284	LS	1.000	1.000
0270	206.1000	Excavation for Structures Bridges (structure) 02. 41-286	LS	1.000	1.000
0280	206.1000	Excavation for Structures Bridges (structure) 03. B-41-288	LS	1.000	1.000
0290	209.0100	Backfill Granular	CY	177.000	177.000
0300	210.0100	Backfill Structure	CY	908.000	908.000
0310	213.0100	Finishing Roadway (project) 01. 1023-02-83	EACH	1.000	1.000
0320	305.0110	Base Aggregate Dense 3/4-Inch	TON	4,126.000	4,126.000
0330	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	135,240.000	135,240.000
0340	415.0080	Concrete Pavement 8-Inch	SY	21,700.000	21,700.000
0350	415.0125	Concrete Pavement 12 1/2-Inch	SY	89,255.000	89,255.000
0360	415.0210	Concrete Pavement Gaps	EACH	2.000	2.000
0370	415.0410	Concrete Pavement Approach Slab	SY	566.000	566.000
0380	415.6000.S	Rout and Seal	LF	74,638.000	74,638.000
0390	416.0610	Drilled Tie Bars	EACH	301.000	301.000
0400	416.0620	Drilled Dowel Bars	EACH	178.000	178.000
0410	416.1010	Concrete Surface Drains	CY	25.000	25.000
0420	416.1110	Concrete Shoulder Rumble Strips	LF	30,159.000	30,159.000
0430	440.4410	Incentive IRI Ride	DOL	29,000.000	29,000.000
0440	455.0105	Asphaltic Material PG58-28	TON	703.000	703.000
0450	455.0140	Asphaltic Material PG64-28P	TON	11.000	11.000

3

DATE 21OCT15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1023-02-83 QUANTITY
0460	455.0605	Tack Coat	GAL	29.000	29.000
0470	460.1100	HMA Pavement Type E-0.3	TON	12,013.000	12,013.000
0480	460.1110	HMA Pavement Type E-10	TON	963.000	963.000
0490	460.2000	Incentive Density HMA Pavement	DOL	7,690.000	7,690.000
0500	460.4000	HMA Cold Weather Paving	TON	3,000.000	3,000.000
0510	465.0315	Asphaltic Flumes	SY	90.000	90.000
0520	465.0400	Asphaltic Shoulder Rumble Strips	LF	30,896.000	30,896.000
0530	502.0100	Concrete Masonry Bridges	CY	2,606.000	2,606.000
0540	502.3200	Protective Surface Treatment	SY	3,280.000	3,280.000
0550	502.3210	Pigmented Surface Sealer	SY	425.000	425.000
0560	503.0137	Prestressed Girder Type I 36W-Inch	LF	2,418.000	2,418.000
0570	505.0400	Bar Steel Reinforcement HS Structures	LB	59,285.000	59,285.000
0580	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	360,915.000	360,915.000
0590	505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB	7,250.000	7,250.000
0600	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	68.000	68.000
0610	506.4000	Steel Diaphragms (structure) 01. B-41-284	EACH	21.000	21.000
0620	506.4000	Steel Diaphragms (structure) 02. B-41-286	EACH	18.000	18.000
0630	511.1100	Temporary Shoring	SF	3,400.000	3,400.000
0640	516.0500	Rubberized Membrane Waterproofing	SY	104.000	104.000
0650	520.7000	Cleaning Culvert Pipes	EACH	2.000	2.000
0660	520.8000	Concrete Collars for Pipe	EACH	67.000	67.000
0670	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	3.000	3.000
0680	521.1618	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 10 to 1	EACH	1.000	1.000
0690	521.1636	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 36-Inch 10 to 1	EACH	1.000	1.000
0700	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	140.000	140.000
0710	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	74.000	74.000
0720	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	6.000	6.000
0730	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	51.000	51.000
0740	522.0148	Culvert Pipe Reinforced Concrete Class III 48-Inch	LF	16.000	16.000
0750	522.0154	Culvert Pipe Reinforced Concrete Class III 54-Inch	LF	11.000	11.000
0760	522.0160	Culvert Pipe Reinforced Concrete Class III 60-Inch	LF	28.000	28.000
0770	522.0324	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	192.000	192.000
0780	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	9.000	9.000
0790	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	5.000	5.000
0800	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000
0810	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	7.000	7.000

3

DATE 21OCT15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1023-02-83 QUANTITY
0820	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	1.000	1.000
0830	522.1054	Apron Endwalls for Culvert Pipe Reinforced Concrete 54-Inch	EACH	1.000	1.000
0840	522.1060	Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	EACH	2.000	2.000
0850	523.0419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	299.000	299.000
0860	523.0519	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	6.000	6.000
0870	524.0118	Culvert Pipe Salvaged 18-Inch	LF	40.000	40.000
0880	524.0124	Culvert Pipe Salvaged 24-Inch	LF	32.000	32.000
0890	524.0130	Culvert Pipe Salvaged 30-Inch	LF	32.000	32.000
0900	524.0136	Culvert Pipe Salvaged 36-Inch	LF	16.000	16.000
0910	524.0148	Culvert Pipe Salvaged 48-Inch	LF	8.000	8.000
0920	524.0618	Apron Endwalls for Culvert Pipe Salvaged 18-Inch	EACH	4.000	4.000
0930	524.0624	Apron Endwalls for Culvert Pipe Salvaged 24-Inch	EACH	4.000	4.000
0940	524.0630	Apron Endwalls for Culvert Pipe Salvaged 30-Inch	EACH	5.000	5.000
0950	524.0636	Apron Endwalls for Culvert Pipe Salvaged 36-Inch	EACH	2.000	2.000
0960	530.0118	Culvert Pipe Corrugated Polyethylene 18-Inch	LF	386.000	386.000
0970	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	3,790.000	3,790.000
0980	550.2104	Piling CIP Concrete 10 3/4 X 0.25-Inch	LF	495.000	495.000
0990	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	LF	269.000	269.000
1000	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	LF	728.000	728.000
1010	602.0405	Concrete Sidewalk 4-Inch	SF	1,106.000	1,106.000
1020	603.1442	Concrete Barrier Type S42C	LF	721.000	721.000
1030	603.8000	Concrete Barrier Temporary Precast Delivered	LF	1,600.000	1,600.000
1040	603.8125	Concrete Barrier Temporary Precast Installed	LF	1,600.000	1,600.000
1050	604.0400	Slope Paving Concrete	SY	466.000	466.000
1060	604.0500	Slope Paving Crushed Aggregate	SY	790.000	790.000
1070	606.0100	Riprap Light	CY	7.000	7.000
1080	606.0200	Riprap Medium	CY	33.000	33.000
1090	606.0300	Riprap Heavy	CY	370.000	370.000
1100	611.0627	Inlet Covers Type HM	EACH	3.000	3.000
1110	611.0642	Inlet Covers Type MS	EACH	9.000	9.000
1120	611.0654	Inlet Covers Type V	EACH	4.000	4.000
1130	611.3220	Inlets 2x2-FT	EACH	4.000	4.000
1140	611.3230	Inlets 2x3-FT	EACH	3.000	3.000
1150	611.3901	Inlets Median 1 Grate	EACH	2.000	2.000
1160	611.3902	Inlets Median 2 Grate	EACH	4.000	4.000
1170	611.9710	Salvaged Inlet Covers	EACH	1.000	1.000
1180	612.0212	Pipe Underdrain Unperforated 12-Inch	LF	204.000	204.000
1190	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	934.000	934.000
1200	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	12.000	12.000

3

DATE 21OCT15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1023-02-83 QUANTITY
1210	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	4.000	4.000
1220	614.0230	Steel Thrie Beam	LF	519.000	519.000
1230	614.0905	Crash Cushions Temporary	EACH	4.000	4.000
1240	614.0920	Salvaged Rail	LF	8,463.000	8,463.000
1250	614.0925	Salvaged Guardrail End Treatments	EACH	12.000	12.000
1260	614.2300	MGS Guardrail 3	LF	1,951.000	1,951.000
1270	614.2500	MGS Thrie Beam Transition	LF	434.000	434.000
1280	614.2610	MGS Guardrail Terminal EAT	EACH	14.000	14.000
1290	614.2620	MGS Guardrail Terminal Type 2	EACH	5.000	5.000
1300	616.0100	Fence Woven Wire (height) 01. 4-FT.	LF	54,232.000	54,232.000
1310	616.0206	Fence Chain Link 6-FT	LF	2,465.000	2,465.000
1320	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1023-02-83	EACH	1.000	1.000
1330	619.1000	Mobilization	EACH	1.000	1.000
1340	624.0100	Water	MGAL	2,684.000	2,684.000
1350	625.0500	Salvaged Topsoil	SY	134,153.000	134,153.000
1360	627.0200	Mulching	SY	148,289.000	148,289.000
1370	628.1504	Silt Fence	LF	3,489.000	3,489.000
1380	628.1520	Silt Fence Maintenance	LF	3,489.000	3,489.000
1390	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
1400	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
1410	628.2023	Erosion Mat Class II Type B	SY	41,085.000	41,085.000
1420	628.7005	Inlet Protection Type A	EACH	24.000	24.000
1430	628.7015	Inlet Protection Type C	EACH	2.000	2.000
1440	628.7504	Temporary Ditch Checks	LF	1,740.000	1,740.000
1450	628.7555	Culvert Pipe Checks	EACH	59.000	59.000
1460	629.0210	Fertilizer Type B	CWT	126.000	126.000
1470	630.0130	Seeding Mixture No. 30	LB	3,586.000	3,586.000
1480	630.0200	Seeding Temporary	LB	5,379.000	5,379.000
1490	633.0200	Delineators Flexible	EACH	92.000	92.000
1500	633.1100	Delineators Temporary	EACH	53.000	53.000
1510	633.5200	Markers Culvert End	EACH	42.000	42.000
1520	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	4.000	4.000
1530	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	25.000	25.000
1540	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	3.000	3.000
1550	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	3.000	3.000
1560	635.0200	Sign Supports Structural Steel HS	LB	1,692.000	1,692.000
1570	635.0300	Sign Supports Replacing Base Connection Bolts	EACH	4.000	4.000
1580	636.0100	Sign Supports Concrete Masonry	CY	4.400	4.400
1590	636.0500	Sign Supports Steel Reinforcement	LB	264.000	264.000
1600	637.1220	Signs Type I Reflective SH	SF	741.500	741.500
1610	637.2210	Signs Type II Reflective H	SF	318.000	318.000
1620	637.2215	Signs Type II Reflective H Folding	SF	41.000	41.000
1630	637.2230	Signs Type II Reflective F	SF	17.000	17.000
1640	638.2601	Removing Signs Type I	EACH	5.000	5.000
1650	638.2602	Removing Signs Type II	EACH	37.000	37.000
1660	638.3000	Removing Small Sign Supports	EACH	45.000	45.000
1670	638.3100	Removing Structural Steel Sign Supports	EACH	6.000	6.000
1680	642.5001	Field Office Type B	EACH	1.000	1.000
1690	643.0200	Traffic Control Surveillance and Maintenance (project) 01. 1023-02-83	DAY	269.000	269.000
1700	643.0300	Traffic Control Drums	DAY	89,351.000	89,351.000
1710	643.0420	Traffic Control Barricades Type III	DAY	6,161.000	6,161.000

3

DATE 21OCT15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1023-02-83 QUANTITY
1720	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	2,326.000	2,326.000
1730	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	1,951.000	1,951.000
1740	643.0705	Traffic Control Warning Lights Type A	DAY	9,576.000	9,576.000
1750	643.0715	Traffic Control Warning Lights Type C	DAY	12,983.000	12,983.000
1760	643.0800	Traffic Control Arrow Boards	DAY	825.000	825.000
1770	643.0900	Traffic Control Signs	DAY	20,930.000	20,930.000
1780	643.0920	Traffic Control Covering Signs Type II	EACH	23.000	23.000
1790	643.1000	Traffic Control Signs Fixed Message	SF	50.000	50.000
1800	643.2000	Traffic Control Detour (project) 01. 1023-02-83	EACH	1.000	1.000
1810	643.3000	Traffic Control Detour Signs	DAY	4,232.000	4,232.000
1820	645.0120	Geotextile Fabric Type HR	SY	657.000	657.000
1830	645.0130	Geotextile Fabric Type R	SY	34.000	34.000
1840	646.0106	Pavement Marking Epoxy 4-Inch	LF	94,991.000	94,991.000
1850	646.0126	Pavement Marking Epoxy 8-Inch	LF	295.000	295.000
1860	646.0600	Removing Pavement Markings	LF	176,793.000	176,793.000
1870	646.0881.S	Pavement Marking Grooved Wet Reflective Tape 4-Inch	LF	15,510.000	15,510.000
1880	646.0883.S	Pavement Marking Grooved Wet Reflective Tape 8-Inch	LF	872.000	872.000
1890	646.0900.S	Pavement Marking Late Season	LF	140,447.000	140,447.000
1900	649.0100	Temporary Pavement Marking 4-Inch	LF	257,853.000	257,853.000
1910	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	54,149.000	54,149.000
1920	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	925.000	925.000
1930	649.2100	Temporary Raised Pavement Markers	EACH	239.000	239.000
1940	650.4500	Construction Staking Subgrade	LF	38,406.000	38,406.000
1950	650.6000	Construction Staking Pipe Culverts	EACH	18.000	18.000
1960	650.6500	Construction Staking Structure Layout (structure) 01. B-41-284	LS	1.000	1.000
1970	650.6500	Construction Staking Structure Layout (structure) 02. B-41-286	LS	1.000	1.000
1980	650.6500	Construction Staking Structure Layout (structure) 03. B-41-288	LS	1.000	1.000
1990	650.7000	Construction Staking Concrete Pavement	LF	38,406.000	38,406.000
2000	650.9910	Construction Staking Supplemental Control (project) 01. 1023-02-83	LS	1.000	1.000
2010	650.9920	Construction Staking Slope Stakes	LF	38,406.000	38,406.000
2020	652.0210	Conduit Rigid Nonmetallic Schedule 40 1-Inch	LF	450.000	450.000
2030	652.0335	Conduit Rigid Nonmetallic Schedule 80 3-Inch	LF	350.000	350.000
2040	653.0140	Pull Boxes Steel 24x42-Inch	EACH	2.000	2.000
2050	653.0905	Removing Pull Boxes	EACH	2.000	2.000
2060	655.0700	Loop Detector Lead In Cable	LF	1,256.000	1,256.000
2070	655.0800	Loop Detector Wire	LF	1,020.000	1,020.000
2080	690.0150	Sawing Asphalt	LF	1,390.000	1,390.000
2090	690.0250	Sawing Concrete	LF	4,659.000	4,659.000
2100	715.0415	Incentive Strength Concrete Pavement	DOL	33,290.000	33,290.000
2110	715.0502	Incentive Strength Concrete Structures	DOL	15,650.000	15,650.000
2120	ASP.1T0A	On-the-Job Training Apprentice at $5. 00/HR	HRS	2,100.000	2,100.000
2130	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	6,480.000	6,480.000

3

DATE 21OCT15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1023-02-83 QUANTITY
2140	SPV.0045	Special 01. Traffic Control Signs PCMS with Cellular Communication	DAY	666.000	666.000
2150	SPV.0060	Special 01. Flexible Tubular Marker Posts Special	EACH	366.000	366.000
2160	SPV.0060	Special 02. Flexible Tubular Marker Bases Special	EACH	366.000	366.000
2170	SPV.0060	Special 03. Emergency Parking 2 Hour Max Sign	EACH	11.000	11.000
2180	SPV.0060	Special 04. Emergency Parking 1/4 Mile Sign	EACH	11.000	11.000
2190	SPV.0060	Special 05. Removing Temporary Pullouts	EACH	11.000	11.000
2200	SPV.0105	Special 01. Removing Weigh In Motion	LS	1.000	1.000

3

3

CLEARING & GRUBBING SUMMARY

CAT.	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	COMMMENTS
0010	2612+50	-	2613+50	IH 94 RT	1.00	1.00	-
0010	2618+00	-	2625+00	IH 94 RT	7.00	7.00	-
0010	2632+00	-	2639+00	IH 94 RT	7.00	7.00	-
0010	2662+00	-	2669+00	IH 94 RT	7.00	7.00	-
0010	2676+00	-	2677+00	IH 94 LT	1.00	1.00	-
0010	2678+00	-	2679+00	IH 94 LT	1.00	1.00	-
0010	2680+75	-	2681+00	IH 94 LT	0.25	0.25	-
0010	2681+00	-	2685+00	IH 94 RT	4.00	4.00	-
0010	2681+50	-	2682+50	IH 94 LT	1.00	1.00	-
0010	2689+00	-	2691+00	IH 94 RT	2.00	2.00	-
0010	2693+00	-	2696+50	IH 94 RT	3.50	3.50	-
0010	2699+00	-	2702+00	IH 94 RT	3.00	3.00	-
0010	2707+00	-	2719+00	IH 94 RT	12.00	12.00	-
0010	2742+00	-	2746+50	IH 94 RT	4.50	4.50	-
0010	2752+75	-	0027+53	IH 94 RT	0.25	0.25	-
0010	2809+25	-	2809+50	IH 94 RT	0.25	0.25	-
0010	2811+00	-	2820+25	IH 94 RT	9.25	9.25	-
0010	2821+00	-	2823+50	IH 94 RT	2.50	2.50	-
0010	2822+00	-	2824+50	IH 94 LT	2.50	2.50	-
0010	2829+25	-	2829+75	IH 94 RT	0.50	0.50	-
0010	2843+50	-	2844+00	IH 94 RT	0.50	0.50	-
0010	2844+75	-	2845+00	IH 94 RT	0.25	0.25	-
0010	2865+50	-	2866+00	IH 94 LT	0.50	0.50	-
0010	2865+75	-	2866+25	IH 94 RT	0.50	0.50	-
0010	2870+50	-	2875+00	IH 94 RT	4.50	4.50	-
0010	2879+00	-	2881+00	IH 94 RT	2.00	2.00	-
0010	2886+50	-	2891+50	IH 94 RT	5.00	5.00	-
0010	2888+50	-	2891+00	IH 94 LT	2.50	2.50	-
0010	2900+00	-	2901+00	IH 94 RT	1.00	1.00	-
0010	2909+00	-	2910+00	IH 94 RT	1.00	1.00	-
0010	2926+50	-	2934+50	IH 94 RT	8.00	8.00	-
				TOTAL 0010	96	96	

REMOVING PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB & GUTTER LF	REMARKS
0010	2614+00	-	2748+12	IH 94 EB	35707	-	-	-
0010	2749+46	-	2790+94	IH 94 EB	11001	-	-	-
0010	2791+79	-	2820+22	IH 94 EB	7566	-	-	-
0010	2821+15	-	2895+00	IH 94 EB	19689	-	-	-
0010	2895+00		2929+45	IH 94 EB	9187	-	-	-
0010	2924+00E	-	2940+48E	IH 94 EB OFFRAMP	2733	-	-	-
0010	505+25B	-	506+00B	USH 12	-	200	-	-
0010	506+00B	-	534+17B	USH 12 EB	7913	-	-	-
0010	509+00C	-	534+15C	USH 12 WB	6287	-	-	-
0010	534+43B	-	538+00B	USH 12 MEDIAN	-	-	728	SOUTH CROSSOVER
0010	2942+06F	-	2943+06F	IH 94 EB ONRAMP	592	-	-	-
0010	2934+00D	-	2935+70D	IH 94 WB ONRAMP	-	335	-	-
0010	EMPIRE AVE			TOWN ROAD	-	750	-	BRIDGE REMOVAL
0010	UNDISTRIBUTED			IH 94 EB	-	650	-	TRANSITIONS (SUMMER SHUT DOWN)
0010	534+41B	-	538+00B	USH 12	-	1104		SOUTH CROSSOVER REMOVAL
				TOTAL 0010	100675	3039	728	

3

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	MISCELLANEOUS QUANTITIES	SHEET NO: 150	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

Division	From/To Station	Location	Common Excavation (1)	(item # 205.0100)	Salvaged/Unusable Pavement Material (4)	Available Material (5)	Rock Excavation (7)	Expanded Rock (12)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	Borrow	Comment:
			Cut (2)	EBS Excavation (3)			(item #205.0200)	Factor 1.10		Factor 1.25			(item #208.0100)	
Division 1														
	2614+00-2748+05	IH 94 EB	49,825	-	17,705	32,120	363	400	12,592	15,240	16,880	-	-	
	2749+66-2790+83	IH 94 EB	6,608	-	5,409	1,199	0	0	5,706	7,133	-5,934			
	2792+19-2819+99	IH 94 EB	4,388	-	3,675	713	0	0	10,960	13,700	-12,987			
	2821+18-2929+45	IH 94 EB	36,114	-	14,469	21,645	3,659	4,025	9,015	6,237	15,408			
	2929+53E-2940+43.66E	OFFRAMP	2,523	-	766	1,757	0	0	1,006	1,258	500			
	2614+00-2790+82.51	MEDIAN	106		0	106	0	0	0	0	106			TEMP PULLOUT REMOVAL-EASTBOUND
	2792+08.89-2929+45	MEDIAN	106		0	106	0	0	0	0	106			TEMP PULLOUT REMOVAL-EASTBOUND
	2943+00-2951+50	RAMP CROSSOVER REMOVAL	1,123	-	116	1,007	0	0	5	7	1,000			
	506+00B-534+17B	USH 12 EB	8,261	-	4,419	3,842	0	0	328	410	3,432			
	511+50C-534+16C	USH 12 WB	5,408	-	1,945	3,463	0	0	193	241	3,222			
	2934+00D-2935+70D	WB ONRAMP	288	-	94	194	0	0	68	85	109			
	2940+37F-2942+06F	EB ONRAMP	283	-	110	173	0	0	12	15	158			
	00+00WA-00+48WA	WEST ANDRES	52	-	9	43	0	0	0	0	43			
	00+05EA-00+34EA	EAST ANDRES	28	-	5	23	0	0	5	6	17			
	503+00B-512+50B	USH 12 WB WIDENING	100	-	0	100	0	0	681	851	-751			
	534+43B-537+99B	USH 12 SOUTH CROSSOVER	445	-	121	324	0	0	0.00	0.00	324			
	503+50B-505+95B	USH 12 WIDENING REMOVAL	93	-	26	67	0	0	0.00	0.00	67			
Division 1			115,751	0	48,869	66,882	4,022	4,425	40,571	45,182	21,700	21,700		
Grand Total			115,751.00	0.00	48,869.00	66,882.00	4,022.00	4,425.00	40,571.00	45,182.38	21,699.63	21,699.63	0.00	
		Total Common Exc	115,751.00											

Note: Cement stabilized sand to be utilized as fill and paid for as common excavation. Removal of cement stabilized base to be paid for as common ex.

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Marsh Excavation - to be backfilled with Select Borrow Material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well. Item number 20505
7) Rock Excavation item number 205.0200
8) Reduced Marsh in Fill - Excavated Marsh material is usuable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 0.6
9) Reduced EBS in Fill - Excavated EBS material is usuable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
10) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1.5. Item number 208.1100
11) Expanded EBS Backfill - This is to be filled with Select Borrow material. EBS Backfill Factor = 1.3. Item number 208.1100
12) Expanded Rock - Factor = 1.1
13) Expanded Fill. Factor = 1.25

Depending on selections:

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor

14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

FENCE SUMMARY

CAT	STATION	TO	STATION	LOCATION	204.0170 REMOVING FENCE LF	616.0100 FENCE WOVEN WIRE (4 FT) LF	616.0206 FENCE CHAINLINK 6-FT LF	REMARKS
0010	2614+00	-	2656+18	IH 94 EB RT	2433	2433	-	-
0010	2656+48	-	2698+38	IH 94 EB RT	2934	2934	-	-
0010	2698+71	-	2747+68	IH 94 EB RT	4021	4021	-	-
0010	2749+46	-	2790+88	IH 94 EB RT	4511	4357	-	-
0010	2791+86	-	2820+17	IH 94 EB RT	2957	2957	-	-
0010	2821+19	-	2930+22	IH 94 EB RT	9511	9511		-
0010	2930+22	-	2938+57	IH 94 EB RT	918	-	918	-
0010	532+12B		537+82B	USH 12 EB RT	590	-	590	-
0010	2614+00A	-	2656+20A	IH 94 WB LT	4252	4252	-	-
0010	2656+50A	-	2698+52A	IH 94 WB LT	4262	4262	-	-
0010	2698+86A	-	2748+61A	IH 94 WB LT	3559	3559	-	-
0010	2750+63A	-	2790+40A	IH 94 WB LT	3782	3782	-	-
0010	2791+31A	-	2820+04A	IH 94 WB LT	2849	2849	-	-
0010	2821+02A		2925+00A	IH 94 WB LT	8336	9315	-	-
0010	2925+00A		2934+56A	IH 94 WB LT	957	-	957	-
				TOTAL 0010	55872	54232	2465	

REMOVING DELINEATORS AND MARKERS

CAT	STATION	TO	STATION	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EA	COMMMENTS
0010	2614+00	-	2929+45	IH 94 EB	82	DELINEATORS
0010	2925+26E		2940+00E	USH 12 OFFRAMP	14	DELINEATORS
0010	2624+04	-	-	IH 94 EB RT	1	CULVERT MARKERS
0010	2639+07	-	-	IH 94 EB RT	1	CULVERT MARKERS
0010	2645+04	-	-	IH 94 EB RT	1	CULVERT MARKERS
0010	2661+05	-	-	IH 94 EB RT	1	CULVERT MARKERS
0010	2687+01	-	-	IH 94 EB RT	1	CULVERT MARKERS
0010	2695+23	-	-	IH 94 EB RT	1	CULVERT MARKERS
0010	2718+02	-	-	IH 94 EB RT	1	CULVERT MARKERS
0010	2728+00	-	-	IH 94 EB RT	1	CULVERT MARKERS
0010	2740+51	-	-	IH 94 EB RT	1	CULVERT MARKERS
0010	2813+24	-	-	IH 94 EB RT	1	CULVERT MARKERS
0010	2900+51	-	-	IH 94 EB RT	1	CULVERT MARKERS
0010	2937+88E	-	-	OFFRAMP RT	1	CULVERT MARKERS
0010	2937+89E	-	-	OFFRAMP LT	1	CULVERT MARKERS
0010	510+48B	-	-	USH 12 RT	1	CULVERT MARKERS
0010	510+57B	-	-	USH 12 LT	1	CULVERT MARKERS
0010	517+49B	-	-	USH 12 LT	1	CULVERT MARKERS
0010	517+48B	-	-	USH 12 LT	1	CULVERT MARKERS
0010	521+49B	-	-	USH 12 LT	1	CULVERT MARKERS
0010	521+50B	-	-	USH 12 LT	1	CULVERT MARKERS
0010	524+64B	-	-	USH 12 RT	1	CULVERT MARKERS
0010	525+40B	-	-	USH 12 RT	1	CULVERT MARKERS
0010	530+49B	-	-	USH 12 LT	1	CULVERT MARKERS
0010	530+50B	-	-	USH 12 LT	1	CULVERT MARKERS
0010	533+22B	-	-	USH 12 LT	1	CULVERT MARKERS
				TOTAL 0010	120	

3

3

REMOVING SURFACE DRAINS

CAT	STATION	LOCATION	204.0190 REMOVING SURFACE DRAINS EACH	REMARKS
0010	2749+64	RT	1	-
0010	2819+98	RT	1	-
		TOTAL 0010	2	

ABANDONING CULVERT PIPE

CAT	STATION	LOCATION	204.0270 ABANDONING CULVERT PIPE EACH	COMMENTS
0010	2903+20	LT	1	-
		TOTAL 0010	1	

3

BASE AGGREGATE SUMMARY

CAT	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
0010	2614+00	-	2747+25	IH 94 EB	1343	48094	962	-
0010	2740+55	-	2741+29	IH 94 CROSSOVER	3	177	4	-
0010	2751+00	-	2790+72	IH 94 EB	598	15139	303	-
0010	2792+19	-	2819+91	IH 94 EB	439	13203	264	-
0010	2822+00	-	2895+00	IH 94 EB	667	25678	514	-
0010	2895+00		2929+45	IH 94 EB	314	12084	242	-
0010	2943+00	-	2949+75	IH 94 EB LT	18	-	-	SHOULDER
0010	2949+35	-	2951+48	IH 94 EB LT	6	-	-	SHOULDER
0010	2841+83	-	2842+57	IH 94 CROSSOVER	4	218	4	-
0010	2900+31	-	2905+50	IH 94 CROSSOVER	-	1028	21	-
0010	2914+99	-	2915+74	IH 94 CROSSOVER	5	246	5	-
0010	2925+31E	-	2930+32E	USH 12 OFFRAMP	10	1122	22	-
0010	2930+32E	-	2940+00E	USH 12 OFFRAMP	64	2110	42	-
0010	506+00B	-	534+17B	USH 12 EB	315	6377	128	-
0010	509+00C	-	534+15C	USH 12 WB	299	6069	121	-
0010	0+00G	-	0+47G	W. ANDRES	-	160	3	-
0010	0+00H	-	0+36H	E. ANDRES	-	157	3	-
0010	2934+00D	-	2935+70D	IH 94 WB ONRAMP	5	679	14	-
0010	0+00I	-	0+47I	SERVICE ROAD	-	76	2	-
0010	2940+10F	-	2942+06F	IH 94 EB ONRAMP	6	358	7	-
0010	503+13B	-	512+40B	USH 12	30	533	11	WIDENING
0010	531+66B	-	533+04B	USH 12	-	582	12	CROSSOVER
				TOTAL 0010	4126	134090	2684	

CONCRETE PAVEMENT SUMMARY

CAT	STATION	TO	STATION	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.0125 CONCRETE PAVEMENT 12 1/2-INCH SY	415.0210 CONCRETE PAVEMENT GAPS EACH	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	COMMENTS
0010	2614+00	-	2747+38	IH 94 EB	-	38532	-	-	-
0010	2747+38	-	2747+93	IH 94 EB	-	-	-	141	-
0010	2749+80	-	2750+35	IH 94 EB	-	-	-	141	-
0010	2750+35	-	2790+59	IH 94 EB	-	11625	-	-	-
0010	2790+59	-	2790+80	IH 94 EB	-	-	-	73	-
0010	2792+11	-	2792+32	IH 94 EB	-	-	-	73	-
0010	2792+32	-	2819+78	IH 94 EB	-	7933	-	-	-
0010	2819+78	-	2819+97	IH 94 EB	-	-	-	69	-
0010	2821+38	-	2821+57	IH 94 EB	-	-	-	69	-
0010	2821+57	-	2895+00	IH 94 EB	-	21213	-	-	-
0010	2895+00		2929+45	IH 94 EB	-	9952	-	-	-
0010	2925+26E	-	2929+44E	OFFRAMP USH12	2481	-	-	-	-
0010	506+00B	-	534+17B	USH 12 EB	9295	-	-	-	-
0010	520+28B		-	WEST ANDRES	-	-	1	-	-
0010	509+00C	-	534+15C	USH 12 WB	8443	-	-	-	-
0010	520+36C		-	EAST ANDRES	-	-	1	-	-
0010	2934+00D	-	2935+70D	IH 94 WB ONRAMP	774	-	-	-	-
0010	2940+10F	-	2942+06F	IH 94 EB ONRAMP	707	-	-	-	-
				TOTAL 0010	21700	89255	2	566	

DRILLED TIE BARS AND DOWEL BARS

CAT	STATION	LOCATION	416.0610 Drilled Tie Bars EACH	416.0620 Drilled Dowel Bars EACH	REMARKS
0010	2614+00	MAINLINE	-	17	-
0010	UNDISTRIBUTED	MAINLINE	51	-	-
0010	2929+45	MAINLINE	-	17	-
0010	UNDISTRIBUTED	MAINLINE	-	51	-
0010	534+17B	USH 12 EB	-	17	-
0010	534+17B	USH 12 MEDIAN	-	29	-
0010	534+15C	USH 12 WB	-	17	-
0010	2940+00E	USH 12 OFFRAMP	-	10	-
0010	2942+06F	IH 94 EB ONRAMP	-	10	-
0010	2934+00D	IH 94 WB ONRAMP	-	10	-
0010	534+42B	USH 12	250	-	CROSSOVER REPLACMENT
		TOTAL 0010	301	178	

ASPHALT PAVEMENT SUMMARY

CAT.	STATION	TO	STATION	LOCATION	415.6000.S ROUTE AND SEAL LF	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0140 ASPHALTIC MATERIAL PG64-28P TON	455.0605 TACK COAT GAL	460.1100 HMA PAVEMENT TYPE E-0.3 TON	460.4000 HMA COLD WEATHER PAVING TON	460.1110 HMA PAVEMENT TYPE E-10 TON	REMARKS
0010	2614+00	-	2747+24	IH 94 EB RT	13324	160	-	-	2904	-	-	SHOULDER
0010	2614+00	-	2747+24	IH 94 EB LT	13324	65	-	-	1186	-	-	SHOULDER
0010	2740+55		2741+29	IH 94 EB LT	-	2	-	-	40	-	-	MAINTAINCE CROSSOVER
0010	2750+46	-	2790+57	IH 94 EB RT	4011	48	-	-	874	-	-	SHOULDER
0010	2750+46	-	2790+57	IH 94 EB LT	4011	25	-	-	454	-	-	SHOULDER
0010	2792+34	-	2819+76	IH 94 EB LT	2742	18	-	-	333	-	-	SHOULDER
0010	2792+34	-	2819+76	IH 94 EB RT	2742	34	-	-	626	-	-	SHOULDER
0010	2821+58	-	2895+00	IH 94 EB RT	7342	88	-	-	1599	-	-	SHOULDER
0010	2895+00	-	2925+30	IH 94 EB RT	3030	36	-	-	660	-	-	SHOULDER
0010	2821+58	-	2895+00	IH 94 EB LT	7342	41	-	-	737	-	-	SHOULDER
0010	2895+00	-	2929+45	IH 94 EB LT	3445	12	-	-	225	-	-	SHOULDER
0010	2841+81	-	2842+57	IH 94 EB LT	-	3	-	-	53	-	-	MAINTAINCE CROSSOVER
0010	2899+62	-	2907+51	IH 94 EB LT	-	19	-	-	-	-	348	TRAFFIC CROSSOVER
0010	2914+98	-	2915+75	IH 94 EB LT	-	3	-	-	59	-	-	MAINTAINCE CROSSOVER
0010	2943+00	-	2949+75	IH 94 EB LT		3	-	-	59	-	-	SHOULDER
0010	2914+98	-	2915+75	IH 94 EB LT	-	3	-	-	59	-	-	MAINTAINCE CROSSOVER
0010	2943+00	-	2949+75	IH 94 EB LT		3	-	-	59	-	-	SHOULDER
0010	2949+35	-	2951+48	IH 94 EB LT		1	-	-	19	-	-	SHOULDER
0010	2925+29E	-	2940+00E	OFFRAMP RT	1471	9	-	-	166	-	-	SHOULDER
0010	2927+46E	-	2930+35E	OFFRAMP GORE	474	3	-	-	54	-	-	-
0010	2930+35E	-	2940+30E	OFFRAMP LT	1000	4	-	-	64	-	-	SHOULDER
0010	506+00B	-	534+17B	USH 12 EB RT	2626	21	-	-	375	-	-	SHOULDER
0010	509+00C	-	534+15C	USH 12 WB LT	2711	22	-	-	393	-	-	SHOULDER
0010	511+86B	-	533+95B	USH 12 MEDIAN	4550	15	-	-	279	-	-	SHOULDER
0010	527+50B	-	529+50B	USH 12	-	13	-	-	235	-	-	BARRIER BACK SLOPE
0010	527+90B	-	530+12B	USH 12	-	14	-	-	261	-	-	BARRIER BACK SLOPE
0010	0+00G	-	0+47G	W. ANDRES	-	3	-	-	53	-	-	-
0010	0+00H	-	0+35H	E. ANDRES	-	3	-	-	58	-	-	-
0010	0+00I	-	0+47I	SERVICE ROAD	-	1	-	-	25	-	-	-
0010	2934+00D	-	2935+70D	IH 94 WB ONRAMP	250	1	-	-	18	-	-	SHOULDER
0010	2940+36F	-	2942+06F	IH 94 EB ONRAMP	243	1	-	-	17	-	-	SHOULDER
0010	505+25B	-	506+00B	USH 12	-	2	-	-	40	-	-	TRANSITION
0010	503+13B	-	512+40B	USH 12	-	9	-	-	-	-	158	WIDENING
0010	531+66B	-	533+04B	USH 12	-	14	-	-	-	-	257	CROSSOVER
0010	EMPIRE AVE		-	TOWN ROAD	-	8	-	-	147	-	-	BRIDGE REMOVAL
0010	UNDISTRIBUTED			IH 94	-	-	11	29	-	-	200	TRANSITIONS (SUMMER SHUT DOWN)
				TOTAL 0010	74638	703	11	29	12013	3000	963	

3

RUMBLE STRIP SUMMARY

CAT.	STATION	TO	STATION	LOCATION	416.1110 CONCRETE RUMBLE STRIPS SHOULDER LF	465.0400 ASPHALTIC SHOULDER RUMBLE STRIP LF	COMMENTS
0010	2614+00	-	2747+38	IH 94 EB	13338	13338	-
0010	2750+35	-	2790+59	IH 94 EB	4024	4024	-
0010	2792+32	-	2819+78	IH 94 EB	2746	2746	-
0010	2821+57	-	2922+08	IH 94 EB	10051	-	-
0010	2821+57	-	2929+45	IH 94 EB	-	10788	-
				TOTAL 0010	30159	30896	

ASPHALTIC FLUMES

CAT	STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY	REMARKS
0010	52434	USH 12 RT	15	-
0010	52534	USH 12 RT	15	-
0010	53124	USH 12 LT	19	-
0010	53173	USH 12 LT	8	-
0010	53197	USH 12 RT	33	-
		TOTAL 0010	90	

3

CONCRETE SURFACE DRAINS AND PIPE UNDERDRAIN

CAT	STATION	TO	STATION	LOCATION	416.1010 CONCRETE SURFACE DRAIN CY	521.1012 APRON ENDWALLS CULVERT PIPE STEEL 12-INCH EACH	611.0654 INLET COVERS TYPE V EACH	611.3220 INLETS 2X2-FT EACH	612.0212 PIPE UNDERDRAIN UNPERFORATED 12-INCH LF	REMARKS
0010	2749+66	-	2749+82	RT	3	-	-	-	-	B-41-284
0010	2749+74		-	RT	-	1	1	1	72	B-41-284
0010	2750+31	-	2750+47	LT	6	-	-	-	-	B-41-284
0010	2750+39		-	LT	-	-	1	1	22	B-41-284
0010	2790+56	-	2790+72	LT	4	-	-	-	-	B-41-286
0010	2790+64	-	-	LT	-	-	1	1	20	B-41-286
0010	2790+66	-	2790+82	RT	4	-	-	-	-	B-41-286
0010	2790+73		-	RT	-	1	1	1	20	B-41-286
0010	2819+75	-	2819+91	RT	4	1	-	-	70	B-41-288
0010	2819+83	-	2819+99	LT	4	-	-	-	-	B-41-288
				TOTAL 0010	25	3	4	4	204	

TEMPORARY SHORING

CAT	STATION	TO	STATION	LOCATION	511.1100 TEMPORARY SHORING SF	REMARKS
0010	274840	##	274840	USH 12	1700	-
0010	274924	##	274924	USH 12	1700	-
				TOTAL 0010	3400	

CLEANING CULVERT PIPE SUMMARY

CAT.	STATION	LOCATION	520.7000 CLEANING CULVERT PIPES EACH	COMMENTS
0010	2639+07	IH 94	1	-
0010	2728+01	IH 94	1	-
		TOTAL 0010	2	

REMOVING CULVERT, INLETS AND STORMSEWER SUMMARY

CAT.	STATION	LOCATION	203.0100 REMOVING SMALL CULVERT PIPES EACH	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER 18-INCH LF	204.0245.02 REMOVING STORM SEWER 30-INCH LF	204.0245.03 REMOVING STORM SEWER 36-INCH LF	204.0245.04 REMOVING STORM SEWER 48-INCH LF	204.0245.05 REMOVING STORM SEWER 54-INCH LF	REMARKS
0010	2620+31	136' RT	-	-	-	6	-	-	-	-
0010	2639+07	56' RT	-	-	6	-	-	-	-	-
0010	2645+04	58' RT	-	-	6	-	-	-	-	-
0010	2645+06	31' LT	-	-	6	-	-	-	-	-
0010	2661+05	61' RT	-	-	6	-	-	-	-	-
0010	2663+37	97' RT	-	-	-	-	8	-	-	-
0010	2695+22	88' RT	-	-	-	-	8	-	-	-
0010	2740+51	60' RT	-	-	6	-	-	-	-	-
0010	2749+63	RT	1	-	-	-	-	-	-	SURFACE DRAIN
0010	2819+97	RT	1	-	-	-	-	-	-	SURFACE DRAIN
0010	2949+05	LT	1	-	-	-	-	-	-	CROSSOVER
0010	2813+24	84' RT	-	-	-	-	-	8	-	-
0010	2889+48	59' LT	-	-	-	-	8	-	-	-
0010	2900+51	55' RT	-	-	-	-	-	-	8	-
0010	2903+20	LT	-	1	20	-	-	-	-	-
0010	2905+38	LT	-	1	44	-	-	-	-	-
0010	2959+07	53' RT	-	-	-	-	8	-	-	-
0010	2901+90	LT	-	-	262	-	-	-	-	-
0010	510+48B	51' RT	-	-	-	-	8	-	-	-
0010	510+56B	52' RT	-	-	-	-	8	-	-	-
0010	510+50B	50' LT	-	-	-	-	8	-	-	USH 12 WIDENING
0010	510+56B	50' LT	-	-	-	-	8	-	-	USH 12 WIDENING
0010	517+49B	55' LT	1	-	-	-	-	-	-	-
0010	520+39B	107' LT	1	-	-	-	-	-	-	-
0010	520+33B	64' RT	1	-	-	-	-	-	-	-
0010	521+50B	57' LT	1	-	-	-	-	-	-	-
0010	524+98B	66' RT	1	-	-	-	-	-	-	-
0010	530+50B	54' LT	1	-	-	-	-	-	-	-
0010	533+20B	25' LT	1	1	-	-	-	-	-	-
		TOTAL 0010	10	3	356	6	64	8	8	

APRON ENDWALLS AND CULVERT PIPE SUMMARY

CAT.	STATION	LOCATION	204.0245.06 REMOVING STORM SEWER 60-INCH LF	520.8000 CONCRETE COLLARS FOR PIPE EACH	530.0118 CULVERT PIPE CORRUGATED POLYETHYLENE 18-INCH LF	521.1618 APRON ENDWALL FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 10:1 EACH	521.1636 APRON ENDWALL FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 36-INCH 10:1 EACH	522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH	REMARKS
0010	2613+07	78' RT	-	3	-	-	-	-	-	-	-
0010	2613+09	LT	-	1	-	-	-	-	-	-	-
0010	2620+31	136' RT	-	4	-	-	-	-	-	-	-
0010	2624+04	RT	-	1	-	-	-	-	-	-	-
0010	2624+05	LT	-	1	-	-	-	-	-	-	-
0010	2632+45	LT	-	1	-	-	-	-	-	-	-
0010	2632+46	92' RT	-	3	-	-	-	-	-	-	-
0010	2639+07	56' RT	-	2	-	-	-	4	1	-	-
0010	2645+04	58' RT	-	2	-	-	-	2	1	-	-
0010	2645+06	31' LT	-	1	-	-	-	-	1	-	-
0010	2661+05	61' RT	-	2	-	-	-	5	1	-	-
0010	2663+37	97' RT	-	2	-	-	-	-	-	-	-
0010	2667+52	RT	-	1	-	-	-	-	-	-	-
0010	2687+01	RT	-	1	-	-	-	-	-	-	-
0010	2690+42	86' RT	8	2	-	-	-	-	-	-	-
0010	2695+22	88' RT	-	1	-	-	-	-	-	-	-
0010	2718+02	RT	-	2	-	-	-	-	-	-	-
0010	2740+51	60' RT	-	3	-	-	-	5	1	-	-
0010	2744+13	27' RT	-	-	386	1	-	-	-	-	-
0010	2813+24	84' RT	-	4	-	-	-	-	-	-	-
0010	2842+51	61' RT	-	3	-	-	-	-	-	-	-
0010	2847+87	104' RT	8	3	-	-	-	-	-	-	-
0010	2865+75	LT	-	1	-	-	-	-	-	-	-
0010	2866+25	RT	-	1	-	-	-	-	-	-	-
0010	2879+83	RT	-	1	-	-	-	-	-	-	-
0010	2880+15	LT	-	1	-	-	-	-	-	-	-
0010	2889+48	59' LT	-	2	-	-	-	-	-	-	-
0010	2889+50	81' RT	-	3	-	-	-	-	-	-	-
0010	2900+51	55' RT	-	3	-	-	-	-	-	-	-
0010	2900+59	33' LT	-	-	-	-	-	4.00	-	-	-
0010	2909+31	79' RT	-	2	-	-	-	-	-	-	-
0010	2959+07	53' RT	-	-	-	-	1	-	-	-	-
0010	2930+51E	LT, RT	-	-	-	-	-	-	-	74	-
0010	510+48B	51' RT	-	2	-	-	-	-	-	-	-
0010	510+56B	52' RT	-	2	-	-	-	-	-	-	-
0010	510+50B	50' LT	-	3	-	-	-	-	-	-	USH 12 WIDENING
0010	510+56B	50' LT	-	3	-	-	-	-	-	-	USH 12 WIDENING
0010	520+39B	107' LT	-	-	-	-	-	66	2	-	-
0010	520+33B	64' RT	-	-	-	-	-	54	2	-	-
		TOTAL 0010	16	67	386	1	1	140	9	74	

APRON ENDWALLS AND CULVERT PIPE SUMMARY (CONTINUED)

CAT.	STATION	LOCATION	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	522.0148 CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH LF	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH EACH	522.0154 CULVERT PIPE REINFORCED CONCRETE CLASS III 54-INCH LF	522.1054 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 54-INCH EACH	REMARKS
0010	2620+31	136' RT	-	6	1	-	-	-	-	-	-	-
0010	2663+37	97' RT	-	-	-	8	1	-	-	-	-	-
0010	2695+22	88' RT	-	-	-	-	1	-	-	-	-	-
0010	2813+24	84' RT	-	-	-	-	-	16	1	-	-	-
0010	2842+51	61' RT	1	-	-	-	-	-	-	-	-	-
0010	2889+48	59' LT	-	-	-	4	1	-	-	-	-	-
0010	2900+51	55' RT	-	-	-	-	-	-	-	11	1	-
0010	2959+07	53' RT	-	-	-	3	-	-	-	-	-	-
0010	2930+51E	51' RT	1	-	-	-	-	-	-	-	-	-
0010	510+48B	51' RT	-	-	-	4	1	-	-	-	-	-
0010	510+56B	52' RT	-	-	-	4	1	-	-	-	-	-
0010	510+50B	50' LT	-	-	-	14	1	-	-	-	-	USH 12 WIDENING
0010	510+56B	50' LT	-	-	-	14	1	-	-	-	-	USH 12 WIDENING
0010	517+48B	88' LT	1	-	-	-	-	-	-	-	-	-
0010	531+01B	67' RT	2	-	-	-	-	-	-	-	-	-
		TOTAL 0010	5	6	1	51	7	16	1	11	1	

CULVERT PIPE SALVAGED SUMMARY

CAT.	STATION	LOCATION	522.0160 CULVERT PIPE REINFORCED CONCRETE CLASS III 60-INCH LF	522.1060 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 60-INCH EACH	524.0118 CULVERT PIPE SALVAGED 18-INCH LF	524.0124 CULVERT PIPE SALVAGED 24-INCH LF	524.0130 CULVERT PIPE SALVAGED 30-INCH LF	524.0136 CULVERT PIPE SALVAGED 36-INCH LF	524.0148 CULVERT PIPE SALVAGED 48-INCH LF	REMARKS
0010	2613+07	78' RT	-	-	16	-	-	-	-	-
0010	2620+31	136' RT	-	-	-	-	24	-	-	-
0010	2624+04	RT	-	-	-	8	-	-	-	-
0010	2632+46	92' RT	-	-	16	-	-	-	-	-
0010	2690+42	86' RT	14	1	-	-	-	-	-	-
0010	2718+02	RT	-	-	-	8	-	-	-	-
0010	2740+51	60' RT	-	-	8	-	-	-	-	-
0010	2813+24	84' RT	-	-	-	-	-	-	8	-
0010	2842+51	61' RT	-	-	-	16	-	-	-	-
0010	2847+87	104' RT	14	1	-	-	-	-	-	-
0010	2889+50	81' RT	-	-	-	-	-	16	-	-
0010	2909+31	79' RT	-	-	-	-	8	-	-	-
		TOTAL 0010	28	2	40	32	32	16	8	

APRON ENDWALLS FOR CULVERT PIPE SALVAGED AND INLET MEDIAN SUMMARY

CAT.	STATION	LOCATION	524.0618 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH EACH	524.0624 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH EACH	524.0630 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 30-INCH EACH	524.0636 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.9710 SALVAGED INLET COVERS EACH	611.0642 INLET COVERS TYPE MS EACH	REMARKS
0010	2613+07	78' RT	1	-	-	-	-	-	-	-	-
0010	2613+09	LT	1	-	-	-	-	-	-	-	-
0010	2624+04	RT	-	1	-	-	-	-	-	-	-
0010	2624+05	LT	-	1	-	-	-	-	-	-	-
0010	2632+45	LT	1	-	-	-	-	-	-	-	-
0010	2632+46	92' RT	1	-	-	-	-	-	-	-	-
0010	2667+52	RT	-	-	-	1	-	-	-	-	-
0010	2687+01	RT	-	1	-	-	-	-	-	-	-
0010	2718+02	RT	-	1	-	-	-	-	-	-	-
0010	2748+00	33' LT	-	-	-	-	1	-	-	1	-
0010	2865+75	LT	-	-	1	-	-	-	-	-	-
0010	2866+25	RT	-	-	1	-	-	-	-	-	-
0010	2879+83	RT	-	-	1	-	-	-	-	-	-
0010	2880+15	LT	-	-	1	-	-	-	-	-	-
0010	2889+50	81' RT	-	-	-	1	-	-	-	-	-
0010	2909+31	79' RT	-	-	1	-	-	-	-	-	-
0010	2900+59	33' LT	-	-	-	-	1	-	-	1	-
0010	2930+51E	24' LT	-	-	-	-	-	1	-	2	-
0010	517+49B	20' LT	-	-	-	-	-	1	-	2	-
0010	529+84B	24' LT	-	-	-	-	-	1	-	2	-
0010	533+20B	25' LT	-	-	-	-	-	1	1	1	-
		TOTAL 0010	4	4	5	2	2	4	1	9	

APRON ENDWALLS AND CULVERT PIPE SUMMARY (CONTINUED)

CAT.	STATION	LOCATION	522.0324 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	523.0419 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF	523.0519 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH EACH	REMARKS
0010	517+49B	55' LT	68	-	-	-
0010	523+73B	53' LT	-	48	2	-
0010	524+98B	66' RT	-	70	2	-
0010	529+84B	LT, RT	-	122	1	-
0010	531+01B	67' RT	68	-	-	-
0010	533+21B	84' LT	-	59	1	-
0010	2819+91	21' LT	56	-	-	-
		TOTAL 0010	192	299	6	

BRIDGE CROSS DRAIN

CAT.	STATION	LOCATION	611.0627 INLET COVERS TYPE HM EACH	611.3230 INLETS 2X3-FT EACH	REMARKS
0010	2819+83	35' RT	1	1	-
0010	2819+91	21' LT	1	1	-
0010	529+84B	73' LT	1	1	-
		TOTAL 0010	3	3	

3

SIDEWALK AND CURB AND GUTTER

CAT	STATION	TO	STATION	LOCATION	601.0551 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0555 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	REMARKS
0010	524+34B	-	524+80B	USH 12 EB RT	80	-	-	-
0010	525+17B	-	525+34B	USH 12 EB RT	24	-	-	-
0010	531+52B	-	531+97B	USH 12 EB RT	60	-	-	-
0010	531+21C	-	531+42C	USH 12 WB LT	26	-	-	-
0010	531+71C	-	532+18C	USH 12 WB LT	79	-	-	-
0010	534+42B	-	538+00B	USH 12	-	728	1106	MEDIAN
				TOTAL 0010	269	728	1106	

CONCRETE BARRIER SUMMARY

CAT	STATION	TO	STATION	LOCATION	209.0100 BACKFILL GRANULAR CY	603.1442 CONCRETE BARRIER TYPE S42C LF	REMARKS
0010	527+47B	-	529+53B	USH 12 EB RT	59	205	-
0010	527+89B	-	530+17B	USH 12 WB LT	96	228	-
0010	2655+30	-	2657+03	IH 94 RT	14	173	CORTLAND
0010	2697+91	-	2699+06	IH 94 RT	8	115	CTH OO
				TOTAL 0010	177	721	

3

CONCRETE BARRIER TEMPORARY PRECAST

CAT	STATION	TO	STATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EACH	REMARKS
0010	2591+88	-	2595+88	400	400	-	STAGE 1 CROSSOVER #1
0010	2595+88	-	2596+88	-	-	1	STAGE 1 CROSSOVER #1
0010	3008+36	-	3009+36	-	-	1	STAGE 1 CROSSOVER #3
0010	3009+36	-	3013+36	400	400	-	STAGE 1 CROSSOVER #3
0010	2591+88	-	2595+88	400	400	-	STAGE 3 CROSSOVER #1
0010	2595+88	-	2596+88	-	-	1	STAGE 3 CROSSOVER #1
0010	2899+01	-	2900+01	-	-	1	STAGE 3 CROSSOVER #2
0010	2900+01	-	2904+01	400	400	-	STAGE 3 CROSSOVER #2
	TOTALS			1,600	1,600	4	

GUARDRAIL SUMMARY

CAT.	STATION	TO	STATION	LOCATION	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH	COMMENTS
0010	2631+00	-	2637+53	IH 94 RT	-	-	550.0	-	1	1	-
0010	2654+34	-	2654+87	IH 94 RT	-	-	-	-	1	-	-
0010	2654+87	-	2657+00	IH 94 RT	-	-	212.5	-	-	-	-
0010	2655+49	-	2656+03	IH 94 LT	1	-	-	-	-	-	-
0010	2656+03	-	2656+65	IH 94 LT	-	62.5	-	-	-	-	-
0010	2656+03	-	2656+65	IH 94 LT	-	62.5	-	-	-	-	-
0010	2656+65		2657+19	IH 94 LT	1	-			-	-	-
0010	2654+88	-	2655+41	IH 94 LT	-	-	-	-	-	-	-
0010	2655+41	-	2657+16	IH 94 LT	-	-	-	-	-	-	-
0010	2657+16	-	2657+69	IH 94 LT	-	-	-	-	-	-	-
0010	2657+00	-	-	IH 94 RT	-	-	-	-	-	1	-
0010	2696+25	-	2696+78	IH 94 RT	-	-	-	-	1	-	-
0010	2696+78	-	2697+52	IH 94 RT	-	-	75.0	-	-	-	-
0010	2697+52	-	2697+91	IH 94 RT	-	-	-	39.4	-	-	-
0010	2696+35	-	2696+88	IH 94 LT	-	-	-	-	1	-	-
0010	2696+88	-	2699+25	IH 94 LT	-	-	237.5	-	-	-	-
0010	2699+25		-	IH 94 LT	-	-	-	-	-	1	-
0010	2743+60	-	2744+13	IH 94 RT	-	-	-	-	1	-	-
0010	2744+13	-	2747+01	IH 94 RT	-	-	287.5	-	-	-	-
0010	2747+01	-	2747+40	IH 94 RT	-	-	-	39.4	-	-	-
0010	2746+75	-	2747+28	IH 94 LT	-	-	-	-	1	-	-
0010	2747+28	-	2747+65	IH 94 LT	-	-	37.5	-	-	-	-
0010	2747+65	-	2748+04	IH 94 LT	-	-	-	39.4	-	-	-
0010	2749+66	-	2750+05	IH 94 RT	-	-	-	39.4	-	-	-
0010	2750+05	-	2751+81	IH 94 RT	-	-	175.0	-	-	-	-
0010	2751+81		-	IH 94 RT	-	-	-	-	-	1	-
0010	2789+43	-	2789+96	IH 94 LT	-	-	-	-	1	-	-
0010	2789+96	-	2790+34	IH 94 LT	-	-	37.5	-	-	-	-
0010	2790+34	-	2790+73	IH 94 LT	-	-	-	39.4	-	-	-
0010	2789+52	-	2790+05	IH 94 RT	-	-	-	-	1	-	-
0010	2790+05	-	2790+43	IH 94 RT	-	-	37.5	-	-	-	-
0010	2790+43	-	2790+82	IH 94 RT	-	-	-	39.4	-	-	-
0010	2818+61	-	2819+14	IH 94 RT	-	-		-	1	-	-
0010	2819+14	-	2819+52	IH 94 RT	-	-	37.5	-	-	-	-
0010	2819+52	-	2819+91	IH 94 RT	-	-	-	39.4	-	-	-
0010	2818+69	-	2819+22	IH 94 LT	-	-	-	-	1	-	-
0010	2819+22	-	2819+60	IH 94 LT	-	-	37.5	-	-	-	-
0010	2819+60	-	2819+99	IH 94 LT	-	-	-	39.4	-	-	-
0010	526+45B	-	526+98B	USH 12 EB RT	-	-	-	-	1	-	-
0010	526+98B	-	527+11B	USH 12 EB RT	-	-	12.5	-	-	-	-
0010	527+11B	-	527+50B	USH 12 EB RT	-	-	-	39.4	-	-	-
0010	527+34B	-	527+88B	USH 12 EB LT	1	-	-	-	-	-	-
0010	527+88B	-	529+57B	USH 12 EB LT	-	187.5	-	-	-	-	-
0010	529+57B	-	529+76B	USH 12 EB LT	-	18.7	-	-	-	-	-
0010	527+87B	-	529+75B	USH 12 EB LT	-	187.5	-	-	-	-	-
0010	529+76B		530+29B	USH 12 EB LT	1		-	-	-	-	-
0010	529+50B	-	529+89B	USH 12 EB RT	-	-	-	39.4	-	-	-
0010	529+89B	-	530+02B	USH 12 EB RT	-	-	12.5	-	-	-	-
0010	530+02B	-	-	USH 12 EB RT	-	-	-	-	-	1	-
0010	530+10C	-	530+49C	USH 12 WB LT	-	-	-	39.4	-	-	-
0010	530+49C	-	531+02C	USH 12 WB LT	-	-	-	-	1	-	-
0010	18+68'USH12	-	19+97'USH12	USH 12 EB LT	-	-	88.0	-	1	-	-
0010	18+86'USH12	-	20+46'USH12	USH 12 EB RT	-	-	112.5	-	1	-	-
				TOTAL 0010	4.0	519.0	1951.0	434.0	14	5	

RIPRAP

CAT	STATION	TO	LOCATION	606.0100 RIPRAP LIGHT CY	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY	645.0130 GEOTEXTILE FABRIC TYPE R SY	REMARKS
0010	2663+37		97' RT	-	11	34	-	-
0010	2667+52		RT	-	11	34	-	-
0010	2695+22		88' RT	-	11	34	-	-
0010	2749+80		106' RT	1	-	-	6	-
0010	2790+73		61' RT	1	-	-	6	
0010	2819+83		115' RT	1	-	-	6	-
0010	2930+50E		62' RT	4	-	-	16	-
			TOTAL	7	33	102 **	34	

**ADDITIONAL QUANTITY IN BRIDGE PLANS

SALVAGED RAIL SUMMARY

CAT	STATION	TO	STATION	LOCATION	614.0920 SALVAGED RAIL LF	614.0925 SALVAGED GUARDRAIL END TREATMENTS EACH	REMARKS
0010	2631+52	-	2639+04	IH 94 EB RT	1314	1	-
0010	2661+36	-	2671+18	IH 94 EB RT	990	1	-
0010	2655+50	-	2657+18	CORTLAND	290	-	BULLNOSE
0010	2698+09	-	2699+76	CTH OO	334	-	BULLNOSE
0010	2743+15	-	2747+67	IH 94 EB RT	452		-
0010	2745+10	-	2748+13	IH 94 EB LT	295		-
0010	2749+44	-	2754+81	IH 94 EB RT	527	1	-
0010	2749+99	-	2753+27	IH 94 EB LT	328	1	-
0010	2748+30	-	-	IH 94 EB MEDIAN	25	-	-
0010	2750+34	-	-	IH 94 EB MEDIAN	25	-	-
0010	2787+85	-	2790+78	IH 94 EB LT	294		-
0010	2789+27	-	2790+90	IH 94 EB RT	157		-
0010	2790+65	-	-	IH 94 EB MEDIAN	25	-	-
0010	2791+92	-	-	IH 94 EB MEDIAN	25	-	-
0010	2791+90	-	2795+19	IH 94 EB LT	329	1	-
0010	2791+96	-	2793+37	IH 94 EB RT	140	1	-
0010	2812+00	-	2820+06	IH 94 EB RT	806		-
0010	2817+06	-	2820+11	IH 94 EB LT	306		-
0010	2820+12	-	-	IH 94 EB MEDIAN	25	-	-
0010	2821+26	-	2822+65	IH 94 EB RT	140	1	-
0010	2821+30	-	2824+58	IH 94 EB LT	327	1	-
0010	2821+34	-	-	IH 94 EB MEDIAN	25	-	-
0010	2830+77	-	2835+10	IH 94 EB RT	433	2	-
0010	527+36B	-	530+17B	USH 12 MEDIAN	562	-	BULLNOSE
0010	18+68'USH12	-	19+97'USH12	USH 12 EB LT	129	1	UNDERPASS
0010	18+86'USH12	-	20+46'USH12	USH 12 EB RT	160	1	UNDERPASS
				TOTAL 0010	8463	12	

TOPSOIL, MULCH, FERTILIZER, SEEDING SUMMARY

CAT.	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCH SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING NO. 30 LB	630.0200 SEEDING TEMPORARY LB	COMMENTS
0010	2614+00	-	2745+00	IH 94 LT	18734.5	17236.7	16.32	466.22	699.32	-
0010	2614+00	-	2747+25	IH 94 RT	32736.2	24567.6	25.02	714.85	1072.27	-
0010	2751+00	-	2790+72	IH 94 RT	5138.5	6364.8	4.63	132.21	198.31	-
0010	2753+00	-	2788+00	IH 94 LT	1910.6	3499.6	2.43	69.40	104.10	-
0010	2792+19	-	2819+91	IH 94 RT	7616.2	8003.1	5.77	164.82	247.22	-
0010	2794+00	-	2819+91	IH 94 LT	3319.3	4144.4	3.00	85.66	128.49	-
0010	2822+00	-	2925+32	IH 94 RT	20210.8	17218.85	16.24	464.12	696.18	-
0010	2822+00	-	2929+45	IH 94 LT	13316.0	16786.5	11.81	337.51	506.26	-
0010	2943+00		2951+50	IH 94 LT	1268.2	1740.5	1.10	31.33	46.99	RAMP CROSSOVER REMOVAL
0010	2925+26E	-	2940+00E	OFFRAMP RT	5387.1	6132.6	3.91	111.70	167.56	-
0010	2932+76E	-	2940+00E	OFFRAMP LT	1543.4	1945.3	1.23	35.02	52.52	-
0010	506+00B	-	534+17B	USH 12 EB RT	3549.7	4472.6	3.02	86.27	129.40	-
0010	506+00B	-	509+00B	USH 12 WB LT	255.8	422.4	0.27	7.60	11.40	-
0010	509+00C	-	534+15C	USH 12 WB LT	2158.7	3041.7	2.05	58.56	87.84	-
0010	514+18B	-	519+93B	USH 12 MEDIAN	1023.9	-	0.65	18.43	27.65	-
0010	520+71B	-	525+00B	USH 12 MEDIAN	1286.5	-	0.81	23.16	34.74	-
0010	531+96B	-	533+67B	USH 12 MEDIAN	251.3	-	0.16	4.52	6.79	-
0010	2934+00D	-	2935+70D	IH 94 WB ONRAMP	516.7	553.2	0.43	12.27	18.41	-
0010	2940+36F	-	2942+06F	IH 94 EB ONRAMP	311.0	506.5	0.32	9.12	13.68	-
0010	503+13B	-	512+40B	USH 12 LT	977.1	1491.8	0.94	26.85	40.28	WIDENING
0010	503+50B	-	505+95B	USH 12 LT	490.0	628	0.40	11.00	17.00	USH 12 WIDENING REMOVAL
0010	UNDISTRIBUTED				12151.15	29532.04	25.03	714.91	1072.35	-
				TOTAL 0010	134153	148289	126	3586	5379	

EROSION CONTROL SUMMARY

CAT.	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2023 EROSION MAT CLASS II TYPE B SY	REMARKS
0010	PROJECT	-	-	IH 94 EB	-	-	4	3	-	-
0010	2613+03	-	2613+11	IH 94 EB, RT	-	-	-	-	23	-
0010	2617+18	-	2623+58	IH 94 EB, RT	672	672	-	-	-	-
0010	2617+28	-	2623+45	IH 94 EB, RT	-	-	-	-	2977	-
0010	2639+03	-	2639+11	IH 94 EB, RT	-	-	-	-	7	-
0010	2645+00	-	2645+08	IH 94 EB,RT	-	-	-	-	7	-
0010	2653+42	-	2658+51	IH 94 EB, LT	-	-	-	-	452	-
0010	2661+02	-	2667+53	IH 94 EB, RT	-	-	-	-	3156	-
0010	2663+24	-	2667+29	IH 94 EB, RT	423	423	-	-	-	-
0010	2671+13	-	2685+00	IH 94 EB, RT	-	-	-	-	4528	-
0010	2671+14	-	2685+00	IH 94 EB,LT	-	-	-	-	6332	-
0010	2690+38	-	2690+62	IH 94 EB, RT	-	-	-	-	23	-
0010	2790+69	-	2790+77	IH 95 EB, RT	-	-	-	-	14	
0010	2696+50	-	2709+00	IH 94 EB, LT	-	-	-	-	1113	-
0010	2697+96	-	2713+50	IH 94 EB, RT	-	-	-	-	3152	-
0010	2725+38	-	2734+00	IH 94 EB, LT	-	-	-	-	766	-
0010	2732+00	-	2739+00	IH 94 EB, RT	-	-	-	-	622	-
0010	2740+47	-	2740+55	IH 94 EB, RT	-	-	-	-	11	-
0010	2745+34	-	2747+73	IH 94 EB, RT	265	265	-	-	-	-
0010	2745+36	-	2747+41	IH 94 EB, RT	-	-	-	-	711	-
0010	2749+58	-	2761+31	IH 94 EB, RT	1286	1286	-	-	-	-
0010	2749+66	-	2751+61	IH 94 EB, RT	-	-	-	-	467	-
0010	2754+00	-	2758+00	IH 94 EB, LT	-	-	-	-	356	-
0010	2763+00	-	2770+00	IH 94 EB, RT	-	-	-	-	623	-
0010	2790+66	-	2791+34	IH 94 EB, RT	237	237	-	-	-	-
0010	2791+37	-	2791+95	IH 94 EB, RT	252	252	-	-	-	-
0010	2796+00	-	2809+00	IH 94 EB, RT	-	-	-	-	1153	-
0010	2813+00	-	2819+91	IH 94 EB, LT	-	-	-	-	614	-
				SUBTOTALS	3135	3135	4	3	27109	

EROSION CONTROL SUMMARY (CONTINUED)

CAT.	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2023 EROSION MAT CLASS II TYPE B SY	REMARKS
0010	2813+21	-	2813+29	IH 94 EB, RT	-	-	-	-	22	-
0010	2819+77	-	2819+87	IH 94 EB, RT	-	-	-	-	56	-
0010	2823+99	-	2841+25	IH 94 EB, RT	-	-	-	-	3354	-
0010	2824+78	-	2830+00	IH 94 EB, LT	-	-	-	-	472	-
0010	2839+25	-	2841+25	IH 94 EB, LT	-	-	-	-	178	-
0010	2842+67	-	2849+02	IH 94 EB, RT	-	-	-	-	3477	-
0010	2854+75	-	2863+50	IH 94 EB, RT	-	-	-	-	778	-
0010	2857+75	-	2862+50	IH 94 EB, LT	-	-	-	-	422	-
0010	2867+99	-	2875+00	IH 94 EB, RT	-	-	-	-	947	-
0010	2868+00	-	2875+00	IH 94 EB, LT	-	-	-	-	621	-
0010	2887+77	-	2891+08	IH 94 EB, LT	354	354	-	-	-	-
0010	2889+44	-	2889+52	IH 94 EB, LT	-	-	-	-	14	-
0010	2889+46	-	2889+54	IH 94 EB, RT	-	-	-	-	11	-
0010	2900+47	-	2900+55	IH 94 EB, RT	-	-	-	-	18	-
0010	2915+93	-	2919+00	IH 94 EB, LT	-	-	-	-	271	-
0010	2958+91	-	2959+15	IH 94 EB, RT	-	-	-	-	37	
0010	2939+83E	-	2939+89E	USH 12 OFFRAMP, RT	-	-	-	-	70	-
0010	2937+82E	-	2937+90E	USH 12 OFFRAMP, RT	-	-	-	-	9	-
0010	514+18B	-	519+94B	USH 12 EB, LT	-	-	-	-	1024	-
0010	517+45C	-	517+53C	USH 12 WB, LT	-	-	-	-	20	-
0010	520+73B	-	252+00B	USH 12 EB, LT	-	-	-	-	1287	-
0010	525+00C	-	526+99C	USH 12 WB, LT	-	-	-	-	190	-
0010	525+40B	-	526+78B	USH 12 EB, RT	-	-	-	-	123	-
0010	525+02B	-	525+45B	USH 12 EB, RT	-	-	-	-	129	-
0010	529+49B	-	531+21B	USH 12 EB, RT	-	-	-	-	197	-
0010	531+96B	-	533+69B	USH 12 EB, LT	-	-	-	-	251	-
				SUBTOTALS	354	354	0	0	13976	
				TOTAL 0010	3489	3489	4	3	41085	

EROSION CONTROL SUMMARY

CAT.	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	COMMENTS
0010	2613+08	IH 94 EB, LT	-	-	2	-
0010	2624+04	IH 94 EB, LT	-	-	2	-
0010	2632+46	IH 94 EB, LT	-	-	2	-
0010	2633+52	IH 94 EB, RT	-	15	-	-
0010	2637+27	IH 94 EB, RT	-	15	-	-
0010	2639+06	IH 94 EB, LT	-	-	2	-
0010	2645+05	IH 94 EB, LT	-	-	2	-
0010	2653+95	IH 94 EB, LT	-	15	-	-
0010	2655+03	IH 94 EB, LT	1	-	-	-
0010	2655+04	IH 94 EB, RT	1	-	-	-
0010	2655+93	IH 94 EB, LT	-	15	-	-
0010	2657+67	IH 94 EB, LT	-	15	-	-
0010	2661+10	IH 94 EB, LT	-	-	2	-
0010	2661+20	IH 94 EB, RT	-	15	-	-
0010	2663+11	IH 94 EB, RT	-	15	-	-
0010	2667+24	IH 94 EB, LT	1	-	-	-
0010	2671+23	IH 94 EB, RT	-	15	-	-
0010	2671+98	IH 94 EB, LT	-	15	-	-
0010	2674+00	IH 94 EB, RT & LT	-	30	-	-
0010	2676+00	IH 94 EB, RT & LT	-	30	-	-
0010	2678+00	IH 94 EB, RT & LT	-	30	-	-
0010	2680+00	IH 94 EB, RT & LT	-	30	-	-
0010	2682+00	IH 94 EB, RT & LT	-	30	-	-
0010	2684+00	IH 94 EB, RT & LT	-	30	-	-
0010	2687+03	IH 94 EB, LT	-	-	2	-
0010	2695+50	IH 94 EB, LT	1	-	-	-
0010	2698+00	IH 94 EB, LT	-	15	-	-
0010	2698+97	IH 94 EB, RT	-	15	-	-
0010	2700+01	IH 94 EB, LT	-	15	-	-
0010	2700+97	IH 94 EB, RT	-	15	-	-
0010	2701+99	IH 94 EB, LT	-	15	-	-
0010	2702+97	IH 94 EB, RT	-	15	-	-
0010	2704+00	IH 94 EB, LT	-	15	-	-
0010	2705+00	IH 94 EB, RT	-	15	-	-
		SUBTOTALS	4	435	14	

EROSION CONTROL SUMMARY (CONTINUED)

CAT.	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	COMMENTS
0010	2705+97	IH 94 EB, LT	-	15	-	-
0010	2706+98	IH 94 EB, RT	-	15	-	-
0010	2707+99	IH 94 EB,LT	-	15	-	-
0010	2708+98	IH 94 EB, RT & LT	-	30	-	-
0010	2710+97	IH 94 EB, RT	-	15	-	-
0010	2712+72	IH 94 EB, RT	-	15	-	-
0010	2713+47	IH 94 EB, RT	-	15	-	-
0010	2718+02	IH 94 EB, LT	1	-	-	-
0010	2725+99	IH 94 EB, LT	-	15	-	-
0010	2727+76	IH 94 EB, LT	-	15	-	-
0010	2728+02	IH 94 EB, LT	1	-	-	-
0010	2730+00	IH 94 EB, LT	-	15	-	-
0010	2732+01	IH 94 EB, LT	-	15	-	-
0010	2732+98	IH 94 EB, RT	-	15	-	-
0010	2733+98	IH 94 EB, LT	-	15	-	-
0010	2734+99	IH 94 EB, RT	-	15	-	-
0010	2737+00	IH 94 EB, RT	-	15	-	-
0010	2738+98	IH 94 EB, RT	-	15	-	-
0010	2740+52	IH 94 EB, LT	1	-	-	-
0010	2742+24	IH 94 EB, LT	-	15	-	-
0010	2748+00	IH 94 EB, LT	1	-	-	-
0010	2749+74	IH 94 EB, RT	1	-	-	-
0010	2750+39	IH 94 EB, LT	1	-	-	-
0010	2755+00	IH 94 EB, LT	-	15	-	-
0010	2757+00	IH 94 EB, LT	-	15	-	-
0010	2757+97	IH 94 EB, LT	-	15	-	-
0010	2763+05	IH 94 EB, LT	1	-	-	-
0010	2764+00	IH 94 EB, RT	-	15	-	-
0010	2766+00	IH 94 EB, RT	-	15	-	-
0010	2768+00	IH 94 EB, RT	-	15	-	-
0010	2769+94	IH 94 EB, RT	-	15	-	-
0010	2787+01	IH 94 EB, LT	1	-	-	-
0010	2790+64	IH 94 EB, LT	1	-	-	-
0010	2790+74	IH 94 EB, RT	1	-	-	-
0010	2796+03	IH 94 EB, RT	-	15	-	-
0010	2797+07	IH 94 EB, RT	-	15	-	-
0010	2798+58	IH 94 EB, LT	-	-	2	-
0010	2799+05	IH 94 EB, RT	-	15	-	-
0010	2801+06	IH 94 EB, RT	-	15	-	-
		SUBTOTALS	10	435	2	

EROSION CONTROL SUMMARY (CONTINUED)

CAT.	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	COMMENTS
0010	2803+03	IH 94 EB, RT	-	15	-	-
0010	2805+02	IH 94 EB, RT	-	15	-	-
0010	2807+02	IH 94 EB, RT	-	15	-	-
0010	2810+97	IH 94 EB, LT	-	-	2	-
0010	2813+03	IH 94 EB, LT	-	15	-	-
0010	2813+20	IH 94 EB, RT	-	15	-	-
0010	2814+02	IH 94 EB, LT	-	15	-	-
0010	2816+02	IH 94 EB, LT	-	15	-	-
0010	2818+05	IH 94 EB, LT	-	15	-	-
0010	2819+83	IH 94 EB, RT	1	-	-	-
0010	2819+91	IH 94 EB, LT	1	-	-	-
0010	2822+00	IH 94 EB, LT	1	-	-	-
0010	2823+02	IH 94 EB, LT	-	15	-	-
0010	2824+68	IH 94 EB, LT	-	-	2	-
0010	2825+03	IH 94 EB, RT & LT	-	30	-	-
0010	2827+01	IH 94 EB, RT & LT	-	30	-	-
0010	2829+00	IH 94 EB, RT & LT	-	30	-	-
0010	2831+01	IH 94 EB, RT	-	15	-	-
0010	2833+04	IH 94 EB, RT	-	15	-	-
0010	2835+03	IH 94 EB, RT	-	15	-	-
0010	2837+01	IH 94 EB, RT	-	15	-	-
0010	2839+03	IH 94 EB, RT	-	15	-	-
0010	2841+00	IH 94 EB, RT	-	15	-	-
0010	2842+50	IH 94 EB, LT	1	-	-	-
0010	2842+93	IH 94 EB, LT	-	-	2	-
0010	2846+64	IH 94 EB, RT	-	15	-	-
0010	2847+86	IH 94 EB, RT	-	-	6	-
0010	2848+62	IH 94 EB, RT	-	15	-	-
0010	2854+78	IH 94 EB, RT	-	15	-	-
0010	2856+03	IH 94 EB, RT	-	15	-	-
0010	2858+03	IH 94 EB, RT	-	15	-	-
0010	2858+98	IH 94 EB, LT	-	15	-	-
0010	2860+02	IH 94 EB, RT	-	15	-	-
0010	2860+99	IH 94 EB, LT	-	15	-	-
0010	2862+00	IH 94 EB, RT	-	15	-	-
0010	2862+46	IH 94 EB, LT	-	15	-	-
0010	2863+45	IH 94 EB, RT	-	15	-	-
0010	2866+25	IH 94 EB, RT	-	-	3	-
0010	2867+99	IH 94 EB, RT	-	15	-	-
0010	2869+00	IH 94 EB, RT & LT	-	30	-	-
0010	2871+00	IH 94 EB, RT & LT	-	30	-	-
0010	2873+02	IH 94 EB, RT & LT	-	30	-	-
		SUBTOTALS	4	585	15	

EROSION CONTROL SUMMARY (CONTINUED)

CAT.	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	COMMENTS
0010	2879+83	IH 94 EB, RT	-	-	3	-
0010	2889+50	IH 94 EB, RT	-	-	3	-
0010	2900+51	IH 94 EB, RT	-	-	5	-
0010	2909+31	IH 94 EB, RT	-	-	3	-
0010	2909+35	IH 94 EB, LT	1	-	-	-
0010	2917+01	IH 94 EB, LT	-	15	-	-
0010	2918+39	IH 94 EB, LT	-	15	-	-
0010	2918+97	IH 94 EB, LT	-	15	-	-
0010	2922+83	IH 94 EB, LT	-	-	2	-
0010	2945+48	IH 94 EB, LT	-	15	-	-
0010	2947+85	IH 94 EB, LT	1	-	-	-
0010	2948+79	IH 94 EB, LT	-	15	-	-
0010	2951+56	IH 94 EB, LT	-	15	-	-
0010	2953+42	IH 94 EB, LT	-	15	-	-
0010	2958+83	IH 94 EB, RT	-	15	-	-
0010	2930+51E	USH 12 OFFRAMP, LT	1	-	-	-
0010	2930+75E	USH 12 OFFRAMP, LT	-	15	-	-
0010	2937+86E	USH 12 OFFRAMP, LT	-	-	2	-
0010	525+26B	USH 12, RT	-	15	-	-
0010	515+02B	USH 12 EB, LT	-	15	-	-
0010	517+04B	USH 12 EB, LT	-	15	-	-
0010	519+02B	USH 12 EB, LT	-	15	-	-
0010	522+02B	USH 12 EB, LT	-	15	-	-
0010	523+12C	USH 12 WB, LT	-	15	-	-
0010	523+74B	USH 12 EB, LT	-	-	2	-
0010	523+99B	USH 12 EB, LT	-	15	-	-
0010	525+37B	USH 12 EB, RT	-	-	2	-
0010	526+09C	USH 12 WB, LT	-	15	-	-
0010	526+41B	USH 12 EB, RT	-	15	-	-
0010	529+83B	USH 12 EB, LT	1	-	-	-
0010	529+82C	USH 12 WB, LT	1	-	-	-
0010	530+96B	USH 12 EB, RT	-	-	2	-
0010	531+22C	USH 12 WB, LT	-	-	2	-
0010	532+15C	USH 12 WB, LT	-	15	-	-
0010	533+19B	USH 12 EB, LT	1	-	-	-
0010	533+82C	USH 12 WB, LT	-	-	2	-
		SUBTOTALS	6	285	28	
		TOTAL 0010	24	1740	59	

CULVERT PIPE MARKERS SUMMARY

CAT.	STATION	TO	STATION	LOCATION	633.5200 MARKERS CULVERT END EACH	633.0200 DELINEATORS FLEXIBLE EA	COMMENTS
0010	2620+31	-	-	IH 94 EB RT	1	-	-
0010	2624+04	-	-	IH 94 EB RT	1	-	-
0010	2632+46	-	-	IH 94 EB RT	1	-	-
0010	2635+66	-	-	IH 94 EB RT	1	-	-
0010	2639+07	-	-	IH 94 EB RT	1	-	-
0010	2645+04	-	-	IH 94 EB RT	1	-	-
0010	2655+04	-	-	IH 94 EB RT	1	-	-
0010	2661+05	-	-	IH 94 EB RT	1	-	-
0010	2663+37	-	-	IH 94 EB RT	1	-	-
0010	2667+52	-	-	IH 94 EB RT	1	-	-
0010	2687+01	-	-	IH 94 EB RT	1	-	-
0010	2690+41	-	-	IH 94 EB RT	1	-	-
0010	2695+23	-	-	IH 94 EB RT	1	-	-
0010	2718+02	-	-	IH 94 EB RT	1	-	-
0010	2728+00	-	-	IH 94 EB RT	1	-	-
0010	2740+51	-	-	IH 94 EB RT	1	-	-
0010	2749+63	-	-	IH 94 EB RT	1	-	-
0010	2813+24	-	-	IH 94 EB RT	1	-	-
0010	2842+51	-	-	IH 94 EB RT	1	-	-
0010	2847+87	-	-	IH 94 EB RT	1	-	-
0010	2865+75	-	-	IH 94 EB LT	1	-	-
0010	2866+25	-	-	IH 94 EB RT	1	-	-
0010	2979+82	-	-	IH 94 EB RT	1	-	-
0010	2889+50	-	-	IH 94 EB RT	1	-	-
0010	2900+51	-	-	IH 94 EB RT	1	-	-
0010	2909+32	-	-	IH 94 EB RT	1	-	-
0010	2937+88E	-	-	Off Ramp RT	1	-	-
0010	2937+89E	-	-	Off Ramp LT	1	-	-
0010	510+48B	-	-	USH 12 RT	1	-	-
0010	510+57B	-	-	USH 12 LT	1	-	-
0010	517+48B	-	-	USH 12 LT	1	-	-
0010	517+49B	-	-	USH 12 LT	1	-	-
0010	521+49B	-	-	USH 12 LT	1	-	-
0010	521+50B	-	-	USH 12 LT	1	-	-
0010	524+64B	-	-	USH 12 RT	1	-	-
0010	525+40B	-	-	USH 12 RT	1	-	-
0010	530+20B	-	-	USH 12 LT	1	-	-
0010	530+50B	-	-	USH 12 LT	1	-	-
0010	531+24B	-	-	USH 12 LT	1	-	-
0010	531+91B	-	-	USH 12 LT	1	-	-
				SUBTOTAL	40		

CULVERT PIPE MARKERS SUMMARY (CONTINUED)

CAT.	STATION	TO	STATION	LOCATION	633.5200 MARKERS CULVERT END EACH	633.0200 DELINEATORS FLEXIBLE EA	COMMENTS
0010	533+18B	-	-	USH 12 LT	1	-	-
0010	533+22B	-	-	USH 12 LT	1	-	-
0010	2614+00	-	2747+68	IH 94 EB RT	-	33	-
0010	2749+46	-	2790+94	IH 94 EB RT	-	10	-
0010	2791+86	-	2820+16	IH 94 EB RT	-	7	-
0010	2821+15	-	2923+08	IH 94 EB RT	-	25	-
0010	2924+00E	-	2939+98E	Off Ramp RT	-	16	-
				SUBTOTAL	2	92	
				TOTAL 0010	42	92	

INLET PROTECTION TYPE C

CAT.	LOCATION	628.7005 INLET PROTECTION TYPE C EACH	COMMENTS
0010	USH 12	2	SOUTH CROSSOVER
	TOTAL 0010	2	

DELINEATORS TEMPORARY

CATEGORY	STATION	TO	STATION	LOCATION	633.1100 DELINEATORS TEMPORARY EACH	REMARKS
0010	2589+74	-	2593+18	CROSSOVER 1	8	* STAGE 1
0010	2595+69	-	2600+88	CROSSOVER 1	11	* STAGE 1
0010	2896+35	-	2901+05	CROSSOVER 2	11	* STAGE 1
0010	2905+23	-	2909+68	CROSSOVER 2	9	* STAGE 1
0010	3006+04	-	3009+02	CROSSOVER 3	7	STAGE 1
0010	3015+01	-	3018+24	CROSSOVER 3	7	STAGE 1
				TOTAL 0010	53	

* LEAVE IN PLACE OVER SUMMER SHUTDOWN

TYPE 1 SIGNS

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	STEEL POST TYPE	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	635.0300 REPLACING BASE CONNECTION BOLTS EACH	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGNS SUPPORTS STEEL REINFORCEMENT LB	637.1220 SIGNS TYPE I REFLECTIVE SH SF	638.2601 REMOVING SIGNS TYPE I EACH	638.3100 REMOVING STRUCURAL SIGN SUPPORTS EACH	REMARKS
607	2867+75	IH 94, EB, Rt	E1-5	120" x 30"	Exit Number for E1-1	143	A	-	-	-	-	25.00	-	-	-
608	2867+75	IH 94, EB, Rt	E1-1A	168" x 162"	Advance Exit Guide Sign, _ Mile	12, 21	B	-	2	-	-	189.00	-	-	Use Existing Beams
						Tomah		-	-	-	-	-	-	-	-
						Necedah		-	-	-	-	-	-	-	-
						1 MILE		-	-	-	-	-	-	-	-
609R	2867+75	IH 94, EB, Rt	E1--5	114" x 24"	Exit Number for E1-1	143	A	-	-	-	-	-	-	-	-
610R	2867+75	IH 94, EB, Rt	E1-1A	168" x 162"	Advance Exit Guide Sign, _ Mile	12, 21	B	-	-	-	-	-	1	-	Existing Bases to Remain
						Tomah		-	-	-	-	-	-	-	-
						Necedah		-	-	-	-	-	-	-	-
						1 MILE		-	-	-	-	-	-	-	-
615	2876+25	IH 94, EB, Rt	E10-61	144" x 54"	Hospital Exit [000}	143	A	371.6	-	1.2	68.00	54.00	-	-	-
618R	2882+20	IH 94, EB, Rt	E3-1	228" x 84"	Destination - Exit Number	VA Medical Center	B	-	-	-	-	-	1	2	-
						Fort McCoy		-	-	-	-	-	-	-	-
						Exit 143		-	-	-	-	-	-	-	-
619	2884+75	IH 94, EB, Rt	E3-1	228" x 90"	Destination - Exit Number	VA Medical Center	B	693.00	-	1.6	98.00	142.50	-	-	-
						Amtrak Station		-	-	-	-	-	-	-	-
						Exit 143		-	-	-	-	-	-	-	-
620R	2893+00	IH 94, EB, Rt	E10-61	144" x 54"	Hospital Exit [000}	143	A	-	-	-	-	-	1	2	-
621	2893+25	IH 94, EB, Rt	E3-1	156" x 120"	Destination - Exit Number	Fort McCoy	B	627.40	-	1.6	98.00	130.00	-	-	-
						State Patrol		-	-	-	-	-	-	-	-
						Academy		-	-	-	-	-	-	-	-
						Exit 143		-	-	-	-	-	-	-	-
703R	2909+00	IH 94, EB, Rt	E3-1	192" x 108"	Destination - Exit Number	Amtrak Station	B	-	-	-	-	-	1	2	-
						State Patrol		-	-	-	-	-	-	-	-
						Academy		-	-	-	-	-	-	-	-
						Exit 143		-	-	-	-	-	-	-	-
711	2920+65	IH 94, EB, Rt	E1--5	120" x 30"	Exit Number for E1-1	143	A	-	-	-	-	25.00	-	-	Existing Bases to Remain
712	2920+65	IH 94, EB, Rt	E1-1A	132" x 192"	Advance Exit Guide Sign, _ Mile	12, 21	B	-	2	-	-	176.00	-	-	Use Existing Beams
						Tomah, (Arrow Tilt Right)		-	-	-	-	-	-	-	-
						Necedah		-	-	-	-	-	-	-	-
713R	2920+65	IH 94, EB, Rt	E1-5	96" x 24"	Exit Number for E1-1	143	A	-	-	-	-	-	-	-	-
714R	2920+65	IH 94, EB, Rt	E4-1A	288" x 150"	Exit Direction Sign with Arrow	12, 21	C	-	-	-	-	-	1	-	-
						Tomah, (Arrow Tilt Right)		-	-	-	-	-	-	-	-
						Necedah		-	-	-	-	-	-	-	-
						TOTALS		1692.00	4.00	4.40	264.00	741.50	5.00	6.00	

TYPE II SIGNS

CATEGORY	SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	634.0614 WOOD POSTS 14' EACH	634.0616 WOOD POSTS 16' EACH	634.0618 WOOD POSTS 18' EACH	634.0620 WOOD POSTS 20' EACH	637.2210 SIGNS TYPE II REFELCTIVE H EACH	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENTS
0010	207R	2609+80	IH 94, EB, Rt	D10-3	12" x 48"	Milepost Marker	Mile 137	-	-	-	-	-	-	-	1	1	-
0010	208	2609+80	IH 94, EB, Rt	D10-3	12" x 48"	Milepost Marker	Mile 137	-	1	-	-	4.00	-	-	-	-	-
0010	211R	2630+00	IH 94, EB, Rt	SP	18" x 24"	Any Special Sign	SPS-09 Experimental Asphalt 550902	-	-	-	-	-	-	-	1	1	-
0010	301R	2661+25	IH 94, EB, Rt	D10-3	12" x 48"	Milepost Marker	Mile 138	-	-	-	-	-	-	-	1	1	-
0010	303	2662+45	IH 94, EB, Rt	D10-3	12" x 48"	Milepost Marker	Mile 138	-	1	-	-	4.00	-	-	-	-	-
0010	305R	2697+80	IH 94, EB, Rt	M1-94	66" x 21"	Crossroad Name	Hwy OO	-	-	-	-	-	-	-	1	2	-
0010	306	2697+80	IH 94, EB, Rt	M1-94	66" x 21"	Crossroad Name	Hwy OO	1	1	-	-	9.63	-	-	-	-	-
0010	309R	2705+75	IH 94, EB, Rt	R4-3	48" x 60"	Slower Traffic Keep Right		-	-	-	-	-	-	-	1	2	-
0010	310	2705+75	IH 94, EB, Rt	R4-3	48" x 60"	Slower Traffic Keep Right		-	-	1	1	20.00	-	-	-	-	-
0010	311R	2715+25	IH 94, EB, Rt	D10-3	12" x 48"	Milepost Marker	Mile 139	-	-	-	-	-	-	-	1	1	-
0010	312	2715+25	IH 94, EB, Rt	D10-3	12" x 48"	Milepost Marker	Mile 139	-	1	-	-	4.00	-	-	-	-	-
0010	315R	2717+00	IH 94, EB, Rt	W11-3	48" x 48"	Deer Crossing Symbol		-	-	-	-	-	-	-	1	2	-
0010	316R	2717+00	IH 94, EB, Rt	W57-51	48" x 24"	Next _ Miles	5	-	-	-	-	-	-	-	-	-	-
0010	404R	2741+20	IH 94, EB, Lt	R3-4	36" x 36"	No U Turn Symbol		-	-	-	-	-	-	-	1	1	-
0010	405R	2741+20	IH 94, EB, Lt	R3-4A	36" x 12"	Except Maintenance and Police Authorized Vehicles		-	-	-	-	-	-	-	-	-	Mounted with 404R
0010	406	2741+20	IH 94, EB, Lt	R3-4B	36" x 48"	No U Turn Sign Comb. with Maint. & Police Vehicles		-	1	-	-	12.00	-	-	-	-	-
0010	407R	2741+20	IH 94, EB, Lt	R3-4	36" x 36"	No U Turn Symbol		-	-	-	-	-	-	-	1	-	Mounted on back of 404R
0010	408R	2741+20	IH 94, EB, Lt	R3-4A	36" x 12"	Except Maintenance and Police Authorized Vehicles		-	-	-	-	-	-	-	-	-	Mounted on back of 404R
0010	411R	2747+50	IH 94, EB, Rt	M1-94	54" x 21"	Crossroad Name	US 12	-	-	-	-	-	-	-	1	2	-
0010	412	2747+50	IH 94, EB, Rt	M1-94	54" x 21"	Crossroad Name	Hwy 12	2	-	-	-	7.88	-	-	-	-	-
0010	413R	2747+70	IH 94, EB, Rt	W5-52R	18" x 54"	Clearance Stripper Down Left		-	-	-	-	-	-	-	1	1	-
0010	414R	2748+10	IH 94, EB, Lt	W5-52L	18" x 54"	Clearance Stripper Down Right		-	-	-	-	-	-	-	1	1	-
0010	419R	2768+05	IH 94, EB, Rt	D10-3	12" x 48"	Milepost Marker	Mile 140	-	-	-	-	-	-	-	1	1	-
0010	420	2768+05	IH 94, EB, Rt	D10-3	12" x 48"	Milepost Marker	Mile 140	-	1	-	-	4.00	-	-	-	-	-
0010	501R	2785+90	IH 94, EB, Rt	R8-7	48" x 36"	Emergency Stopping Only		-	-	-	-	-	-	-	1	1	-
0010	502	2785+90	IH 94, EB, Rt	R8-7	48" x 36"	Emergency Stopping Only		-	1	-	-	12.00	-	-	-	-	-
0010	503R	2790+90	IH 94, EB, Lt	W5-52L	18" x 54"	Clearance Stripper Down Right		-	-	-	-	-	-	-	1	1	-
							Sheet Totals	3	7	1	1	77.51	0	0	15	18	

TYPE II SIGNS (CONTINUED)

CATEGORY	SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	634.0614 WOOD POSTS 14' EACH	634.0616 WOOD POSTS 16' EACH	634.0618 WOOD POSTS 18' EACH	634.0620 WOOD POSTS 20' EACH	637.2210 SIGNS TYPE II REFELCTIVE H EACH	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENTS
0010	504R	2791+00	IH 94, EB, Rt	W5-52R	18" x 54"	Clearance Stripper Down Left		-	-	-	-	-	-	-	1	1	-
0010	509R	2820+00	IH 94, EB, Rt	D10-3	12" x 48"	Milepost Marker	Mile 141	-	-	-	-	-	-	-	1	1	-
0010	510	2820+00	IH 94, EB, Rt	D10-3	12" x 48"	Milepost Marker	Mile 141	-	1	-	-	4.00	-	-	-	-	-
0010	513R	2820+15	IH 94, EB, Rt	W5-52R	18" x 54"	Clearance Stripper Down Left		-	-	-	-	-	-	-	1	1	-
0010	514R	2820+20	IH 94, EB, Lt	W5-52L	18" x 54"	Clearance Stripper Down Right		-	-	-	-	-	-	-	1	1	-
0010	602R	2842+00	IH 94, EB, Lt	R3-4	36" x 36"	No U Turn Symbol		-	-	-	-	-	-	-	1	1	-
0010	603R	2842+00	IH 94, EB, Lt	R3-4A	36" x 12"	Except Maintenance and Police Authorized Vehicles		-	-	-	-	-	-	-	-	-	Mounted with 602R
0010	604R	2842+00	IH 94, EB, Lt	R3-4	36" x 36"	No U Turn Symbol		-	-	-	-	-	-	-	1	-	Mounted on back of 602R
0010	605R	2842+00	IH 94, EB, Lt	R3-4A	36" x 12"	Except Maintenance and Police Authorized Vehicles		-	-	-	-	-	-	-	-	-	Mounted on back of 602R
0010	606	2842+55	IH 94, EB, Lt	R3-4B	36" x 48"	No U Turn Sign Combined with Maint. And Police Vehicles		-	1	-	-	12.00	-	-	-	-	-
0010	611R	2873+65	IH 94, EB, Rt	D10-3	12" x 48"	Milepost Marker	Mile 142	-	-	-	-	-	-	-	1	1	-
0010	612	2873+65	IH 94, EB, Rt	D10-3	12" x 48"	Milepost Marker	Mile 142	-	1	-	-	4.00	-	-	-	-	-
0010	706R	2915+00	IH 94, EB, Lt	R3-4B	36" x 48"	No U Turn Sign Combined with Maint. And Police Vehicles		-	-	-	-	-	-	-	1	1	-
0010	708	2915+75	IH 94, EB, Lt	R3-4B	36" x 48"	No U Turn Sign Combined with Maint. And Police Vehicles		-	1	-	-	12.00	-	-	-	-	-
0010	715R	2924+50	IH 94, EB, Rt	D10-3	12" x 48"	Milepost Marker	Mile 143	-	-	-	-	-	-	-	1	1	-
0010	717	2926+45	IH 94, EB, Rt	D10-3	12" x 48"	Milepost Marker	Mile 143	-	1	-	-	4.00	-	-	-	-	-
0010	801R	2931+40	IH 94, EB, Rt	E5-1A	96" x 60"	Exit Number (Arrow)	143	-	-	-	-	-	-	-	1	2	-
0010	802R	2931+40	IH 94, EB, Rt	JV-F	36" x 81"	Folding J Panel	Alternate	-	-	-	-	-	-	-	-	-	Mounted on 801R Sign Post
0010							90	-	-	-	-	-	-	-	-	-	-
0010							Arrow Tilt Right	-	-	-	-	-	-	-	-	-	-
0010	803R	2931+40	IH 94, EB, Rt	JV-F	36" x 81"	Folding J Panel	Alternate	-	-	-	-	-	-	-	-	-	Mounted on 801R Sign Post
0010							94	-	-	-	-	-	-	-	-	-	-
0010							Arrow Tilt Right	-	-	-	-	-	-	-	-	-	-
0010	804	2931+40	IH 94, EB, Rt	E5-1A	96" x 60"	Exit Number (Arrow)	143	-	-	-	2	15.00	-	-	-	-	-
0010	805	2931+40	IH 94, EB, Rt	JV-F	36" x 81"	Folding J Panel	Alternate	-	-	-	-	-	20.25	-	-	-	Mount on 804 Sign Post
0010							90	-	-	-	-	-	-	-	-	-	-
0010							Arrow Tilt Right	-	-	-	-	-	-	-	-	-	-
0010	806	2931+40	IH 94, EB, Rt	JV-F	36" x 81"	Folding J Panel	Alternate	-	-	-	-	-	20.25	-	-	-	Mount on 804 Sign Post
0010							94	-	-	-	-	-	-	-	-	-	-
0010							Arrow Tilt Right	-	-	-	-	-	-	-	-	-	-
0010	807R	2931+80	IH 94, EB, Rt	W3-1	48" x 48"	Stop Ahead		-	-	-	-	-	-	-	1	2	-
0010	808	2931+80	IH 94, EB, Rt	W3-1	36" x 36"	Stop Ahead		-	-	1	-	-	-	9.00	-	-	-
0010	809R	2932+50	IH 94, EB, Rt	R7-64	48" x 30"	No Parking On Ramp		-	-	-	-	-	-	-	1	1	-
0010	810	2932+50	IH 94, EB, Rt	R7-64	48" x 30"	No Parking On Ramp		-	1	-	-	10.00	-	-	-	-	-
							Sheet Totals	0	6	1	2	61	40.5	9	12	13	

TYPE II SIGNS (CONTINUED)

CATEGORY	SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	634.0614 WOOD POSTS 14' EACH	634.0616 WOOD POSTS 16' EACH	634.0618 WOOD POSTS 18' EACH	634.0620 WOOD POSTS 20' EACH	637.2210 SIGNS TYPE II REFELCTIVE H EACH	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENTS
0010	811R	2933+30	IH 94, EB, Rt	D1-2	108" x 30"	Two destinations (Arrows)	VA Medical Center (Arrow Right)	-	-	-	-	-	-	-	1	2	-
0010							Fort McCoy (Arrow Right)	-	-	-	-	-	-	-	-	-	-
0010	812	2933+30	IH 94, EB, Rt	D1-2	108" x 30"	Two destinations (Arrows)	VA Medical Center (Arrow Right)	-	2	-	-	22.50	-	-	-	-	-
0010							Fort McCoy (Arrow Right)	-	-	-	-	-	-	-	-	-	-
0010	813R	2934+60	IH 94, EB, Rt	D1-2	102" x 36"	Two destinations (Arrows)	Amtrak Atation (Arrow Right)	-	-	-	-	-	-	-	1	2	-
0010							State Patrol	-	-	-	-	-	-	-	-	-	-
0010							Academy (Arrow Right)	-	-	-	-	-	-	-	-	-	-
0010	814	2934+60	IH 94, EB, Rt	D1-2	102" x 36"	Two destinations (Arrows)	Amtrak Atation (Arrow Right)	-	2	-	-	25.50	-	-	-	-	-
0010							State Patrol	-	-	-	-	-	-	-	-	-	-
0010							Academy (Arrow Right)	-	-	-	-	-	-	-	-	-	-
0010	815R	2936+15	IH 94, EB, Rt	D1-3	108" x 36"	Three destinations (Arrows)	(Arrow Left) Black River Falls	-	-	-	-	-	-	-	1	2	-
0010							Tomah	-	-	-	-	-	-	-	-	-	-
0010							Necedah (Arrow Right)	-	-	-	-	-	-	-	-	-	-
0010	816	2936+15	IH 94, EB, Rt	D1-3	108" x 36"	Three destinations (Arrows)	(Arrow Left) Black River Falls	-	2	-	-	27.00	-	-	-	-	-
0010							Tomah	-	-	-	-	-	-	-	-	-	-
0010							Necedah (Arrow Right)	-	-	-	-	-	-	-	-	-	-
0010	817R	2937+40	IH 94, EB, Rt	J2-2	48" x 57"	Route Turn Assembly (2 headed Route Panel)	Alternate, Alternate	-	-	-	-	-	-	-	1	1	-
0010							IH 90, IH 94	-	-	-	-	-	-	-	-	-	-
0010							ArrowRight, Arrow Right	-	-	-	-	-	-	-	-	-	-
0010	818	2937+40	IH 94, EB, Rt	J2-2	48" x 57"	Route Turn Assembly (2 headed Route Panel)	Alternate, Alternate	-	-	1	-	19.00	-	-	-	-	-
0010							IH 90, IH 94	-	-	-	-	-	-	-	-	-	-
0010							ArrowRight, Arrow Right	-	-	-	-	-	-	-	-	-	-
0010	819R	2937+40	IH 94, EB, Rt	R5-1A	36" x 24"	Wrong Way		-	-	-	-	-	-	-	-	-	Mounted on back of 817R
0010							ArrowRight, Arrow Right	-	-	-	-	-	-	-	-	-	-
0010	819R	2937+40	IH 94, EB, Rt	R5-1A	36" x 24"	Wrong Way		-	-	-	-	-	-	-	-	-	Mounted on back of 817R
0010	820	2937+40	IH 94, EB, Rt	R5-1A	36" x 24"	Wrong Way		-	-	-	-	6.00	-	-	-	-	Mount on back of 818
0010	821R	2937+50	IH 94, EB, Rt	R5-1A	36" x 24"	Wrong Way		-	-	-	-	-	-	-	1	1	-
0010	822	2937+50	IH 94, EB, Rt	R5-1A	36" x 24"	Wrong Way		1	-	-	-	6.00	-	-	-	-	-
0010	823R	2938+70	IH 94, EB, Rt	W1-6	48" x 24"	Night Arrow (Single)		-	-	-	-	-	-	-	1	1	-
0010	824	2938+70	IH 94, EB, Rt	W1-6	48" x 24"	Night Arrow (Single)		-	1	-	-	-	-	8.00	-	-	-
0010	825R	2939+55	IH 94, EB, Rt	R1-1	30" x 30"	Stop		-	-	-	-	-	-	-	1	1	-
0010	826R	2939+55	IH 94, EB, Rt	R6-3	30" x 24"	Divided Highway		-	-	-	-	-	-	-	-	-	Mounted on with of 825R
0010	827	2939+55	IH 94, EB, Rt	R1-1	36" x 36"	Stop		-	1	-	-	7.46	-	-	-	-	-
0010	828	2939+55	IH 94, EB, Rt	R6-3	30" x 24"	Divided Highway		-	-	-	-	5.00	-	-	-	-	Mount with of 827
0010	829R	2939+55	IH 94, EB, Rt	J3-4	96" x 57"	Directional Assembly (4 Headed Route Panel)	West, East, To	-	-	-	-	-	-	-	1	2	-
0010							12, 12, 21 H	-	-	-	-	-	-	-	-	-	-
0010							Arrow Lt, Arrow Rt, Arrow Rt, Arrow Rt,	-	-	-	-	-	-	-	-	-	-
0010	830	2939+55	IH 94, EB, Rt	J3-4	96" x 57"	Directional Assembly (4 Headed Route Panel)	West, East, To	-	2	-	-	38.00	-	-	-	-	-
0010							12, 12, 21 H	-	-	-	-	-	-	-	-	-	-
0010							Arrow Lt, Arrow Rt, Arrow Rt, Arrow Rt,	-	-	-	-	-	-	-	-	-	-
0010	831R	2939+55	IH 94, EB, Rt	R6-2L	24" x 30"	One Way Left Arrow		-	-	-	-	-	-	-	-	-	Mounted on back of 825R
0010	832	2939+55	IH 94, EB, Rt	R6-2L	24" x 30"	One Way Left Arrow		-	-	-	-	5.00	-	-	-	-	Mount on back of 818
0010	833R	2939+50	IH 94, EB, Rt	R1-1	30" x 30"	Stop		-	-	-	-	-	-	-	1	1	-
0010	834	2939+50	IH 94, EB, Rt	R1-1	36" x 36"	Stop		-	1	-	-	7.46	-	-	-	-	-
0010	835R	2939+50	IH 94, EB, Rt	R3-1	24" x 24"	No Right Turn Symbol		-	-	-	-	-	-	-	1	1	-
0010	836	2939+50	IH 94, EB, Rt	R3-1	24" x 24"	No Right Turn Symbol		-	1	-	-	4.00	-	-	-	-	-
0010	837R	2939+50	IH 94, EB, Rt	R5-1	30" x 30"	Do Not Enter		-	-	-	-	-	-	-	-	-	Mounted on back of 835R
0010	838	2939+50	IH 94, EB, Rt	R5-1	30" x 30"	Do Not Enter		-	-	-	-	6.25	-	-	-	-	Mount on back of 836
							Sheet Totals	1	12	1	0	179.17	0	8	10	14	
							TOTAL 0010	4	25	3	3	318	41	17	37	45	

TRAFFIC CONTROL SUMMARY

EB 2016 Work					643.0200 TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT)	643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0800 TRAFFIC CONTROL ARROW BOARDS		643.0900 TRAFFIC CONTROL SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II	SPV.0045.01 PCMS REMOTE COMMUNICATIONS			643.3000 TRAFFIC CONTROL DETOUR SIGNS	
		Location	Duration	DAY	Drums Each	DAY	Barricades Each	DAY	Type C Each	DAY	Type A Each	DAY	Arow Boards Each	DAY	Signs Each	DAY	EACH	DAY	PCMS Each	Detour Signs Each	DAY	Remarks
STAGE 1																						
2590+00A	- 3079+10A	WB LT	7	7	463	3241	32	224	14	98	64	448	2	14	42	294	-	21	3	-	-	BI-DIRECTIONAL SETUP
STH 21	OFFRAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	1	7	-	-	-	-	-	BI-DIRECTIONAL SETUP
STH 21	ONRAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	3	21	-	-	-	-	-	BI-DIRECTIONAL SETUP
STH 12	ONRAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	3	21	-	-	-	-	-	BI-DIRECTIONAL SETUP
2502+70	- 3022+50	EB RT	7	-	492	3444	35	245	16	112	70	490	2	14	45	315	-	-	-	-	-	BI-DIRECTIONAL SETUP
USH 12	OFFRAMP	EB RT	7	-	-	-	-	-	-	-	-	-	-	-	1	7	-	-	-	-	-	BI-DIRECTIONAL SETUP
USH 12	ONRAMP	EB RT	7	-	-	-	-	-	-	-	-	-	-	-	3	21	-	-	-	-	-	BI-DIRECTIONAL SETUP
USH 21	ONRAMP	EB RT	7	-	-	-	-	-	-	-	-	-	-	-	3	21	-	-	-	-	-	BI-DIRECTIONAL SETUP
2590+00A	- 3079+10A	WB LT	84	84	36	3024	1	84	13	1092	2	168	2	168	34	2856	-	252	3	-	-	BI-DIRECTIONAL
2522+70	- 3022+50	EB RT	84	-	128	10752	6	504	26	2184	8	672	2	168	46	3864	-	-	-	-	-	BI-DIRECTIONAL
USH 21	OFFRAMP	WB LT	84	-	-	-	-	-	-	-	-	-	-	-	1	84	-	-	-	-	-	BI-DIRECTIONAL
USH 21	ONRAMP	WB LT	84	-	-	-	-	-	-	-	-	-	-	-	3	252	-	-	-	-	-	BI-DIRECTIONAL
USH 12	ONRAMP	WB LT	84	-	-	-	-	-	-	-	-	-	-	-	3	252	-	-	-	-	-	BI-DIRECTIONAL
USH 12	OFFRAMP (1)	EB	56	-	97	5432	8	448	36	2016	14	784	-	-	6	336	-	-	-	-	-	BI-DIRECTIONAL
USH 12	OFFRAMP (2)	EB	28	-	100	2800	8	224	21	588	14	392	-	-	6	168	-	-	-	-	-	BI-DIRECTIONAL
USH 12	ONRAMP	(2949+68)	84	-	-	-	5	420	-	-	5	420	-	-	1	84	-	-	-	-	-	BI-DIRECTIONAL
2948+40	- 3022+50	EB RT	84	-	68	5712	5	420	-	-	10	840	-	-	9	756	-	-	-	-	-	BI-DIRECTIONAL
EMPIRE AVE	TOWN ROAD		30	-	-	-	14	420	-	-	28	840	-	-	14	420	-	-	-	-	-	BRIDE REPLACEMENT
DETOUR			14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	1	-	938	OFFRAMP CLOSED
2590+00A	- 3079+10A	WB LT	7	7	463	3241	32	224	14	98	64	448	2	14	42	294	-	-	-	-	-	BI-DIRECTIONAL REMOVAL
STH 21	OFFRAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	1	7	-	-	-	-	-	BI-DIRECTIONAL REMOVAL
STH 21	ONRAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	3	21	-	-	-	-	-	BI-DIRECTIONAL REMOVAL
STH 12	ONRAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	3	21	-	-	-	-	-	BI-DIRECTIONAL REMOVAL
2502+70	- 3022+50	EB RT	7	-	492	3444	35	245	16	112	70	490	2	14	45	315	-	-	-	-	-	BI-DIRECTIONAL REMOVAL
USH 12	OFFRAMP	EB RT	7	-	-	-	-	-	-	-	-	-	-	-	1	7	-	-	-	-	-	BI-DIRECTIONAL REMOVAL
USH 12	ONRAMP	EB RT	7	-	-	-	-	-	-	-	-	-	-	-	3	21	-	-	-	-	-	BI-DIRECTIONAL REMOVAL
USH 21	ONRAMP	EB RT	7	-	-	-	-	-	-	-	-	-	-	-	3	21	-	-	-	-	-	BI-DIRECTIONAL REMOVAL
500+00B	- 516+00B	USH 12	7	7	16	112	-	-	-	-	-	-	-	-	5	35	-	-	-	-	-	USH 12 WIDENING
531+00B	- 538+00B	USH 12	7	7	52	364	2	14	22	154	4	28	2	14	10	70	-	-	-	-	-	USH 12 MEDIAN CROSSOVER
		SUBTOTALS		112		41566		3472		6454		6020		406		10591	0	287			938	
																	**				**	

** QUANTITIY LISTED ELSEWHERE

EB 2016 Work

					643.0200 TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT)		643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0800 TRAFFIC CONTROL ARROW BOARDS		643.0900 TRAFFIC CONTROL SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II	SPV.0045.01 TRAFFIC CONTROL SIGNS PCMS WITH CELLULAR COMMUNICATION			643.3000 TRAFFIC CONTROL DETOUR SIGNS	
		Location	Duration	DAY	Drums Each	DAY	Barricades Each	DAY	Type C Each	DAY	Type A Each	DAY	Arow Boards Each	DAY	Signs Each	DAY	EACH	DAY	PCMS Each	Detour Signs Each	DAY	Remarks
STAGE 2																						
STAGE 2A																						
500+00B	- 538+00B	USH 12	32	32	150	4800	6	192	32	1024	-	-	1	32	33	1056	-	-	-	-	-	EB WORK
DETOUR			32	-	-	-	-	-	-	-	-	-	-	-	-	-	8	32	1	-	1984	WB ON RAMP CLOSED
STAGE 2B																						
500+00B	- 538+00B	USH 12	33	33	160	5280	6	198	41	1353	-	-	1	33	31	1023	-	-	-	-	-	WB WORK
531+00B	- 538+00B	USH 12	7	7	52	364	2	14	22	154	-	-	2	14	10	70	-	-	-	-	-	USH 12 MEDIAN CROSSOVER REMOVAL
DETOUR			33	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	1221	EB ON RAMP CLOSED
STAGE 3																						
STAGE 3																						
2590+00A	- 3014+75A	WB LT	7	7	396	2772	30	210	16	112	60	420	2	14	38	266	-	21	3	-	-	BI-DIRECTIONAL SETUP
USH 21	ONRAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	3	21	-	-	-	-	-	BI-DIRECTIONAL SETUP
USH 12	ONRAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	3	21	-	-	-	-	-	BI-DIRECTIONAL SETUP
2502+70	- 2914+00	EB RT	7	-	384	2688	26	182	16	112	52	364	2	14	34	238						BI-DIRECTIONAL SETUP
2590+00A	- 3014+75A	WB LT	71	71	145	10295	8	568	13	923	16	1136	2	142	43	3053	-	305	7	-	-	***BI-DIRECTIONAL
2458+50	- 2914+00	EB RT	71	-	222	15762	13	923	37	2627	12	852	2	142	45	3195	1	-	-	-	-	BI-DIRECTIONAL
CTH EW	ONRAMP	EB RT	71	-	-	-	-	-	-	-	-	-	-	-	3	213	-	-	-	-	-	BI-DIRECTIONAL
CTH EW	OFFRAMP	EB RT	71	-	-	-	-	-	-	-	-	-	-	-	1	71	-	-	-	-	-	BI-DIRECTIONAL
USH 21	ONRAMP	WB LT	71	-	-	-	-	-	-	-	-	-	-	-	3	213	-	-	-	-	-	BI-DIRECTIONAL
USH 12	ONRAMP	WB LT	71	-	-	-	-	-	-	-	-	-	-	-	3	213	-	-	-	-	-	BI-DIRECTIONAL
USH 12	RT SHOULDER		14	-	13	182	-	-	-	-	-	-	-	-	5	70	-	-	-	-	-	BRIDGE REPLACEMENT
USH 12	LT SHOULDER		14	-	13	182	-	-	-	-	-	-	-	-	5	70	-	-	-	-	-	BRIDGE REPLACEMENT
DETOUR			1	-	-	-	10	10	-	-	-	-	-	-	-	-	-	-	-	-	89	USH 12 CLOSURE-NON INTERCHANGE
2590+00A	- 3014+75A	WB LT	7	7	396	2772	30	210	16	112	60	420	2	14	38	266	-	21	3	-	-	BI-DIRECTIONAL SETUP
USH 21	ONRAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	3	21	-	-	-	-	-	BI-DIRECTIONAL SETUP
USH 12	ONRAMP	WB LT	7	-	-	-	-	-	-	-	-	-	-	-	3	21	-	-	-	-	-	BI-DIRECTIONAL SETUP
2502+70	- 2914+00	EB RT	7	-	384	2688	26	182	16	112	52	364	2	14	34	238	-	-	-	-	-	BI-DIRECTIONAL SETUP
		SUBTOTALS		157		47785		2689		6529		3556		419		10339	12	379			3294	
		TOTAL		269		89351		6161		12983		9576		825		20930	12	666			4232	
																	**				**	

** QUANTITIY LISTED ELSEWHERE **

*** 4 PCMS boards to be use for duration of **Stage 3**
*** 3 PCMS to be used for 7 days for special event

3

TRAFFIC CONTROL FLEXABLE TUBULAR MARKERS

CAT	STATION		TO STATION	LOCATION	643.0500 TRAFFIC CONTROL FLEXABLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXABLE TUBULAR MARKER BASES EACH	REMARKS
0010	2595+87A	-	3008+95A	IH 94 WB	850	850	STAGE 1
0010	2595+87A	-	2900+12A	IH 94 WB	632	632	STAGE 3
0010	3018+24	-	3021+24	IH 94 EB	6	6	STAGE 1
0010	501+30B	-	531+00B	USH 12	58	58	STAGE 2A
0010	514+22B	-	530+03B	USH 12	30	30	STAGE 2B
0010	PROJECT				750	375	UNDISTRIBUTED
				TOTAL 0010	2326	1951	

3

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CAT	STATION	LOCATION	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	COMMENTS
0010	2901+00	USH 12 OFFRAMP	30	STAGE 1 - EXIT WITH ARROW (E 5-1)
0010	2534+20	CTH EW OFFRAMP	20	STAGE 3 - EXIT WITH ARROW (E 5-1)
		TOTAL 0010	50	

DETOUR SIGNING

CAT	SIGN NUMBER	LOCATION	SIGN CODE	SIGN SIZE IN INCHES	SIGN DESCRIPTION	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE EACH	643.2000 TRAFFIC CONTROL DETOUR (PROJECT) EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS	MOUNTED ON SAME POST AS SIGN NUMBER	REMARKS
		WB ON RAMP CLOSED								
0010	1C	USH 12 EAST BOUND 1200' NORTH OF ON	J2-4	96 x 57	EAST EAST TO WEST	1	-	-	-	COVER WEST, 94, (RIGHT TURN ARROW)
0010		RAMP TO IH 94 WEST, RIGHT			94 12 21 94	-	-	-	-	-
0010					(UP ARROW) (UP ARROW) (UP ARROW) (RIGHT TURN ARRO	-	-	-	-	-
0010	2	USH 12 EAST BOUND 1000' NORTH OF ON	MB3-4	24 x 12	BLUE, WEST CARDINAL MARKER	-	-	32	-	-
0010		RAMP TO IH 94 WEST, RIGHT	M1-1	24 x 24	INTERSTATE ROUTE MARKER, 94	-	-	32	2	-
0010			W20-2-A	48 X 48	DETOUR AHEAD	-	-	32	2	-
0010	3	USH 12 EAST BOUND 800' NORTH OF ON	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	32	-	-
0010		RAMP TO IH 94 WEST, RIGHT	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	32	3	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	32	3	-
0010			MO6-1	21 X 21	ORANGE, AHEAD ARROW	-	-	32	3	-
0010	4C	USH 12 EAST BOUND 400' NORTH OF ON	D1-3	72 X 36	(UP ARROW) TOMAH	1	-	-	-	COVER EAU CLAIRE (RIGHT ARROW)
0010		RAMP TO IH 94 WEST, RIGHT			(UP ARROW) MADISON	-	-	-	-	-
0010					EAU CLAIRE (RIGHT ARROW)	-	-	-	-	-
0010	5C	USH 12 EAST BOUND AT ON RAMP TO IH 94	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	1	-	-	-	-
0010		WEST, RIGHT	M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	-	5C	-
0010			MB6-1	21 X 21	BLUE, RIGHT ARROW	-	-	-	5C	-
0010	6	USH 12 EAST BOUND AT ON RAMP TO IH 94	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	32	-	-
0010		WEST, RIGHT	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	32	6	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	32	6	-
0010			MO6-1	21 X 21	ORANGE, AHEAD ARROW	-	-	32	6	-
0010	7C	USH 12 WEST BOUND AT ON RAMP TO IH 94	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	1	-	-	-	-
0010		WEST, MEDIAN	M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	-	7C	-
0010			MB6-1	21 X 21	BLUE, LEFT ARROW	-	-	-	7C	-
0010	8	USH 12 EAST BOUND 50' NORTH OF ON	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	32	-	-
0010		RAMP TO IH 94 WEST, RIGHT	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	32	8	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	32	8	-
0010	9C	USH 12 WEST BOUND 100' EAST OF ON	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	1	-	-	-	-
0010		RAMP TO IH 94 WEST, RIGHT	M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	-	9C	-
0010			MB6-1	21 X 21	BLUE, LEFT ARROW	-	-	-	9C	-
0010	10C	USH 12 WEST BOUND 350' NORTH OF ON RAMP TO IH 94 EAST, RIGHT	D1-1	72 X 15	(LEFT ARROW) EAU CLAIRE	1	-	-	-	-
0010	11C	USH 12 WEST BOUND 100' NORTH OF ON	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	1	-	-	-	-
0010		RAMP TO IH 94 EAST, RIGHT	M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	-	11C	-
0010			MB5-1-L	21 X 21	BLUE, LEFT TURN ARROW	-	-	-	11C	-
0010	12C	USH 12 WEST BOUND 700' NORTH OF STH	D1-2	60 X 30	(UP ARROW) EAU CLAIRE	1	-	-	-	COVER (UP ARROW) EAU CLAIRE
0010		21, RIGHT			MADISON (RIGHT ARROW)	-	-	-	-	-
0010	13	USH 12 EAST BOUND 600' NORTH OF STH 21,	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	32	-	-
0010		MEDIAN	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	32	13	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	32	13	-
0010			MO5-1-L	21 X 21	ORANGE, LEFT TURN ARROW	-	-	32	13	-
0010	14	USH 12 EAST BOUND 600' NORTH OF STH 21,	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	32	-	-
0010		RIGHT	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	32	14	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	32	14	-
0010			MO5-1-L	21 X 21	ORANGE, LEFT TURN ARROW	-	-	32	14	-
					SHEET SUBTOTAL	8	0	704		

DETOUR SIGNING (CONTINUED)

CAT	SIGN NUMBER	LOCATION	SIGN CODE	SIGN SIZE IN INCHES	SIGN DESCRIPTION	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE EACH	643.2000 TRAFFIC CONTROL DETOUR (PROJECT) EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS	MOUNTED ON SAME POST AS SIGN NUMBER	REMARKS
	WB ON RAMP CLOSED (CONTINUED)									
0010	15	USH 12 EAST BOUND AT STH 21, MEDIAN	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	32	-	-
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	32	15	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	32	15	-
0010			MO6-1	21 X 21	ORANGE, LEFT ARROW	-	-	32	15	-
0010	16	STH 21 EAST BOUND 50' EAST OF USH 12, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	32	-	-
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	32	16	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	32	16	-
0010	17	USH 12 WEST BOUND AT STH 21, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	32	-	-
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	32	17	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	32	17	-
0010			MO6-1	21 X 21	ORANGE, RIGHT ARROW	-	-	32	17	-
0010	18	STH 21 EAST BOUND AT USH 12, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	32	-	-
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	32	18	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	32	18	-
0010			MO6-1	21 X 21	ORANGE, AHEAD ARROW	-	-	32	18	-
0010	19	STH 21 EAST BOUND 600' WEST OF USH 12, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	32	-	-
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	32	19	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	32	19	-
0010			MO6-1	21 X 21	ORANGE, AHEAD ARROW	-	-	32	19	-
0010	20	STH 21 EAST BOUND 850' WEST OF USH 12, RIGHT	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	32	-	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	32	20	-
0010			W20-2-A	48 X 48	DETOUR AHEAD	-	-	32	20	-
0010	21	USH 12 WEST BOUND 600' SOUTH OF STH 21, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	32	-	-
0010			MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	32	21	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	32	21	-
0010			MO5-1-R	21 X 21	ORANGE, RIGHT TURN ARROW	-	-	32	21	-
0010	22	USH 12 WEST BOUND 1000' SOUTH OF STH 21, RIGHT	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	-	-	32	-	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	32	22	-
0010			W20-2-A	48 X 48	DETOUR AHEAD	-	-	32	22	-
0010	23	USH 12 EAST BOUND 1000' NORTH OF ON RAMP TO IH 94 WEST, RIGHT	MB3-2	24 x 12	BLUE, EAST CARDINAL MARKER	-	-	32	-	-
0010			M1-1	24 x 24	INTERSTATE ROUTE MARKER, 94	-	-	32	23	-
0010			W20-2-A	48 X 48	DETOUR AHEAD	-	-	32	23	-
0010	24	USH 12 EAST BOUND 450' NORTH OF ON RAMP TO IH 94 EAST, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	32	-	-
0010			MB3-2	24 X 12	BLUE, EAST CARDINAL MARKER	-	-	32	24	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	32	24	-
0010			MO6-1	21 X 21	ORANGE, AHEAD ARROW	-	-	32	24	-
0010	25	USH 12 EAST BOUND AT ON RAMP TO IH 94 EAST, MEDIAN	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	32	-	-
0010			MB3-2	24 X 12	BLUE, EAST CARDINAL MARKER	-	-	32	25	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	32	25	-
0010			MO6-1	21 X 21	ORANGE, AHEAD ARROW	-	-	32	25	-
					SHEET SUBTOTAL	0	0	1280		

DETOUR SIGNING (CONTINUED)

CAT	SIGN NUMBER	LOCATION	SIGN CODE	SIGN SIZE IN INCHES	SIGN DESCRIPTION	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE EACH	643.2000 TRAFFIC CONTROL DETOUR (PROJECT) EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS	MOUNTED ON SAME POST AS SIGN NUMBER	REMARKS
		EB ON RAMP CLOSED								
0010	26-1C	USH 12 WEST BOUND 900' NORTH OF STH	MB3-2	24 X 12	BLUE, EAST CARDINAL MARKER	1	-	-	-	-
0010		21, RIGHT	M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	-	26-1C	-
0010			MB5-1-L	21 X 21	BLUE, RIGHT TURN ARROW	-	-	-	26-1C	-
0010	26-2C	USH 12 WEST BOUND 700' NORTH OF STH	D1-2	60 X 30	(UP ARROW) EAU CLAIRE	1	-	-	-	-
0010		21, RIGHT			MADISON (RIGHT ARROW)	-	-	-	-	COVER MADISON (RIGHT ARROW)
0010	26-3C	USH 12 WEST BOUND 500' NORTH OF STH	MB3-4	24 X 12	BLUE, WEST CARDINAL MARKER	1	-	-	-	-
0010		21, RIGHT	M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	-	26-3C	-
0010			MB6-1	21 X 21	BLUE, RIGHT ARROW	-	-	-	26-3C	-
0010	27	USH 12 EAST BOUND 600' NORTH OF STH 21,	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	33	-	-
0010		MEDIAN	MB3-2	24 X 12	BLUE, EAST CARDINAL MARKER	-	-	33	27	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	33	27	-
0010			MO5-1-L	21 X 21	ORANGE, LEFT TURN ARROW	-	-	33	27	-
0010	28	USH 12 EAST BOUND 600' NORTH OF STH 21,	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	33	-	-
0010		RIGHT	MB3-2	24 X 12	BLUE, EAST CARDINAL MARKER	-	-	33	28	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	33	28	-
0010			MO5-1-L	21 X 21	ORANGE, LEFT TURN ARROW	-	-	33	28	-
0010	29	USH 12 EAST BOUND AT STH 21, MEDIAN	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	33	-	-
0010			MB3-2	24 X 12	BLUE, EAST CARDINAL MARKER	-	-	33	29	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	33	29	-
0010			MO6-1	21 X 21	ORANGE, LEFT ARROW	-	-	33	29	-
0010	30	STH 21 EAST BOUND 50' EAST OF USH 12,	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	33	-	-
0010		RIGHT	MB3-2	24 X 12	BLUE, EAST CARDINAL MARKER	-	-	33	30	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	33	30	-
0010	31	USH 12 WEST BOUND AT STH 21, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	33	-	-
0010			MB3-2	24 X 12	BLUE, EAST CARDINAL MARKER	-	-	33	31	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	33	31	-
0010			MO6-1	21 X 21	ORANGE, RIGHT ARROW	-	-	33	31	-
0010	32	STH 21 EAST BOUND AT USH 12, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	33	-	-
0010			MB3-2	24 X 12	BLUE, EAST CARDINAL MARKER	-	-	33	32	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	33	32	-
0010			MO6-1	21 X 21	ORANGE, AHEAD ARROW	-	-	33	32	-
0010	33	STH 21 EAST BOUND 600' WEST OF USH 12,	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	33	-	-
0010		RIGHT	MB3-2	24 X 12	BLUE, EAST CARDINAL MARKER	-	-	33	33	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	33	33	-
0010			MO6-1	21 X 21	ORANGE, AHEAD ARROW	-	-	33	33	-
0010	34	STH 21 EAST BOUND 850' WEST OF USH 12,	MB3-2	24 X 12	BLUE, EAST CARDINAL MARKER	-	-	33	-	-
0010		RIGHT	M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	33	34	-
0010			W20-2-A	48 X 48	DETOUR AHEAD	-	-	33	34	-
0010	35	USH 12 WEST BOUND 600' SOUTH OF STH	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	33	-	-
0010		21, RIGHT	MB3-2	24 X 12	BLUE, EAST CARDINAL MARKER	-	-	33	35	-
0010			M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	33	35	-
0010			MO5-1-R	21 X 21	ORANGE, RIGHT TURN ARROW	-	-	33	35	-
0010	36	USH 12 WEST BOUND 1000' SOUTH OF STH	MB3-2	24 X 12	BLUE, EAST CARDINAL MARKER	-	-	33	-	-
0010		21, RIGHT	M1-1	24 X 24	INTERSTATE ROUTE MARKER, 94	-	-	33	36	-
0010			W20-2-A	48 X 48	DETOUR AHEAD	-	-	33	36	-
					SHEET SUBTOTAL	3	0	1221		

DETOUR SIGNING (CONTINUED)

CAT	SIGN NUMBER	LOCATION	SIGN CODE	SIGN SIZE IN INCHES	SIGN DESCRIPTION	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE EACH	643.2000 TRAFFIC CONTROL DETOUR (PROJECT) EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS	MOUNTED ON SAME POST AS SIGN NUMBER	REMARKS
		OFFRAMP CLOSED								
0010	37	IH 94 EAST BOUND 1000' NORTH OF USH 12	M1-4	36 X 36	US HIGHWAY ROUTE MARKER, 12	-	-	14	-	-
0010		AND STH 21 OFF RAMP, RIGHT	M1-6	36 X 36	STATE ROUTE MARKER, 21	-	-	14	37	-
0010			W20-2-A	48 X 48	DETOUR AHEAD	-	-	14	37	-
0010	38	IH 94 EAST BOUND 500' NORTH OF USH 12	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	-	-
0010		AND STH 21 OFF RAMP, RIGHT	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	38	-
0010			M1-4	36 X 36	US HIGHWAY ROUTE MARKER, 12	-	-	14	38	-
0010			M1-6	36 X 36	STATE ROUTE MARKER, 21	-	-	14	38	-
0010			MO6-1	30 X 30	ORANGE, AHEAD ARROW	-	-	14	38	-
0010			MO6-1	30 X 30	ORANGE, AHEAD ARROW	-	-	14	38	-
0010	38	IH 94 EAST BOUND AT USH 12 AND STH 21	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	-	-
0010		OFF RAMP, RIGHT	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	39	-
0010			M1-4	36 X 36	US HIGHWAY ROUTE MARKER, 12	-	-	14	39	-
0010			M1-6	36 X 36	STATE ROUTE MARKER, 21	-	-	14	39	-
0010			MO6-1	30 X 30	ORANGE, AHEAD ARROW	-	-	14	39	-
0010			MO6-1	30 X 30	ORANGE, AHEAD ARROW	-	-	14	39	-
0010	40	IH 94 EAST BOUND 500' SOUTH OF USH 12	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	-	-
0010		AND STH 21 OFF RAMP, MEDIAN	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	40	-
0010			M1-4	36 X 36	US HIGHWAY ROUTE MARKER, 12	-	-	14	40	-
0010			M1-6	36 X 36	STATE ROUTE MARKER, 21	-	-	14	40	-
0010	41	IH 94 EAST BOUND 500' SOUTH OF USH 12	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	-	-
0010		ON RAMP, MEDIAN	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	41	-
0010			M1-4	36 X 36	US HIGHWAY ROUTE MARKER, 12	-	-	14	41	-
0010			M1-6	36 X 36	STATE ROUTE MARKER, 21	-	-	14	41	-
0010	42	IH 94 EAST BOUND 500' SOUTH OF STH 21	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	-	-
0010		ON RAMP, MEDIAN	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	42	-
0010			M1-4	36 X 36	US HIGHWAY ROUTE MARKER, 12	-	-	14	42	-
0010			M1-6	36 X 36	STATE ROUTE MARKER, 21	-	-	14	42	-
0010	43	IH 94 EAST BOUND 1000' NORTH OF	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	-	-
0010		INDUSTRIAL AVE OFF RAMP, RIGHT	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	43	-
0010			M1-4	36 X 36	US HIGHWAY ROUTE MARKER, 12	-	-	14	43	-
0010			M1-6	36 X 36	STATE ROUTE MARKER, 21	-	-	14	43	-
0010			MO5-2-R	30 X 30	ORANGE, RIGHT BENT ARROW	-	-	14	43	-
0010			MO5-2-R	30 X 30	ORANGE, RIGHT BENT ARROW	-	-	14	43	-
0010	44	IH 94 EAST BOUND AT INDUSTRIAL AVE OFF	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	-	-
0010		RAMP, RIGHT	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	44	-
0010			M1-4	36 X 36	US HIGHWAY ROUTE MARKER, 12	-	-	14	44	-
0010			M1-6	36 X 36	STATE ROUTE MARKER, 21	-	-	14	44	-
0010			MO5-2-R	30 X 30	ORANGE, TILT RIGHT ARROW	-	-	14	44	-
0010			MO5-2-R	30 X 30	ORANGE, TILT RIGHT ARROW	-	-	14	44	-
					SHEET SUBTOTAL	0	0	546		

DETOUR SIGNING (CONTINUED)

CAT	SIGN NUMBER	LOCATION	SIGN CODE	SIGN SIZE IN INCHES	SIGN DESCRIPTION	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE EACH	643.2000 TRAFFIC CONTROL DETOUR (PROJECT) EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS	MOUNTED ON SAME POST AS SIGN NUMBER	REMARKS
		OFFRAMP CLOSED (CONTINUED)								
0010	45	IH 94 EAST BOUND INDUSTRIAL AVE OFF	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	14	-	-
0010		RAMP 500' NORTH OF INDUSTRIAL AVE,	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	14	45	-
0010			M1-4	24 X 24	US HIGHWAY ROUTE MARKER, 12	-	-	14	45	-
0010			M1-6	24 X 24	STATE ROUTE MARKER, 21	-	-	14	45	-
0010			MO5-1-L	21 X 21	ORANGE, LEFT TURN ARROW	-	-	14	45	-
0010			MO5-1-L	21 X 21	ORANGE, LEFT TURN ARROW	-	-	14	45	-
0010	46	IH 94 EAST BOUND INDUSTRIAL AVE OFF	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	14	-	-
0010		RAMP AT INDUSTRIAL AVE, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	14	46	-
0010			M1-4	24 X 24	US HIGHWAY ROUTE MARKER, 12	-	-	14	46	-
0010			M1-6	24 X 24	STATE ROUTE MARKER, 21	-	-	14	46	-
0010			MO6-1	21 X 21	ORANGE, LEFT ARROW	-	-	14	46	-
0010			MO6-1	21 X 21	ORANGE, LEFT ARROW	-	-	14	46	-
0010	47	INDUSRIAL AVE 500' WEST OF IH 94 WEST	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	14	-	-
0010		BOUND ON RAMP, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	14	47	-
0010			M1-4	24 X 24	US HIGHWAY ROUTE MARKER, 12	-	-	14	47	-
0010			M1-6	24 X 24	STATE ROUTE MARKER, 21	-	-	14	47	-
0010			MO5-1-L	21 X 21	ORANGE, LEFT TURN ARROW	-	-	14	47	-
0010			MO5-1-L	21 X 21	ORANGE, LEFT TURN ARROW	-	-	14	47	-
0010	48	INDUSRIAL AVE AT IH 94 WEST BOUND ON	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	14	-	-
0010		RAMP, RIGHT	M4-8	24 X 12	DETOUR CARDINAL MARKER	-	-	14	48	-
0010			M1-4	24 X 24	US HIGHWAY ROUTE MARKER, 12	-	-	14	48	-
0010			M1-6	24 X 24	STATE ROUTE MARKER, 21	-	-	14	48	-
0010			MO6-1	21 X 21	ORANGE, LEFT ARROW	-	-	14	48	-
0010			MO6-1	21 X 21	ORANGE, LEFT ARROW	-	-	14	48	-
0010	49	IH 94 WEST BOUND 500' NORTH OF	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	-	-
0010		INDUSTRIAL AVE ON RAMP, RIGHT	M4-8	36 X 18	DETOUR CARDINAL MARKER	-	-	14	49	-
0010			M1-4	36 X 36	US HIGHWAY ROUTE MARKER, 12	-	-	14	49	-
0010			M1-6	36 X 36	STATE ROUTE MARKER, 21	-	-	14	49	-
					SHEET SUBTOTAL	0	0	392		

DETOUR SIGNING (CONTINUED)

CAT	SIGN NUMBER	LOCATION	SIGN CODE	SIGN SIZE IN INCHES	SIGN DESCRIPTION	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE EACH	643.2000 TRAFFIC CONTROL DETOUR (PROJECT) EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS	MOUNTED ON SAME POST AS SIGN NUMBER	REMARKS
	USH 12 CLOSURE-NON INTERCHANGE									
0010	50	USH 12 EAST BOUND 1000' WEST OF CTH O, RIGHT	W20-2-A	48 X 48	DETOUR AHEAD	-	-	1		
						-	-			
0010	51	USH 12 EAST BOUND 500' WEST OF CTH O, RIGHT	M4-8	24 X 12	Detour Cardinal	-	-	1		
0010			M3-2	24 X 12	East Cardinal	-	-	1	51	
0010			M1-4	24 X 24	USH 12 Route Marker	-	-	1	51	
0010			MO5-1L	21 X 21	Orange Left Turn Arrow	-	-	1	51	
						-	-			
0010	52	USH 12 EAST BOUND AT CTH O, RIGHT	M4-8	24 X 12	Detour Cardinal	-	-	1		
0010			M3-2	24 X 12	East Cardinal	-	-	1	52	
0010			M1-4	24 X 24	USH 12 Route Marker	-	-	1	52	
0010			MO6-1	21 X 21	Orange Left Arrow	-	-	1	52	
						-	-			
0010	53	CTH O EAST BOUND 500' WEST OF THE IH 94 EAST ON RAMP, RIGHT	M4-8	24 X 12	Detour Cardinal	-	-	1		
0010			M3-2	24 X 12	East Cardinal	-	-	1	53	
0010			M1-4	24 X 24	USH 12 Route Marker	-	-	1	53	
0010			MO5-1R	21 X 21	Orange Right Turn Arrow	-	-	1	53	
						-	-			
0010	54	CTH O EAST BOUND AT THE IH 94 EAST ON RAMP, RIGHT	M4-8	24 X 12	Detour Cardinal	-	-	1		
0010			M3-2	24 X 12	East Cardinal	-	-	1	54	
0010			M1-4	24 X 24	USH 12 Route Marker	-	-	1	54	
0010			MO6-1	21 X 21	Orange Right Arrow	-	-	1	54	
						-	-			
0010	55	USH 12 EAST BOUND 50' EAST OF CTH O, RIG	W20-3-F Mod	48 X 48	ROAD CLOSED 10 MILES	-	-	1		
						-	-			
0010	56	IH 94 EAST BOUND 500' EAST OF THE CTH O ON RAMP TAPER, RIGHT	M4-8	36 X 18	Detour Cardinal	-	-	1		
0010			M3-2	36 X 18	East Cardinal	-	-	1	56	
0010			M1-4	36 X 36	USH 12 Route Marker	-	-	1	56	
						-	-			
0010	57	IH 94 EAST BOUND 1000' WEST OF THE CTH EW OFF RAMP, RIGHT	M4-8	36 X 18	Detour Cardinal	-	-	1		
0010			M3-2	36 X 18	East Cardinal	-	-	1	57	
0010			M1-4	36 X 36	USH 12 Route Marker	-	-	1	57	
0010			MO6-1	30 X 30	Orange Ahead Arrow	-	-	1	57	
						-	-			
0010	58	IH 94 EAST BOUND 200' WEST OF THE CTH EW OFF RAMP, RIGHT	M4-8	36 X 18	Detour Cardinal	-	-	1		
0010			M3-2	36 X 18	East Cardinal	-	-	1	57	
0010			M1-4	36 X 36	USH 12 Route Marker	-	-	1	57	
0010			MO6-1	30 X 30	Orange Ahead Arrow	-	-	1	57	
						-	-			
0010	59	IH 94 EAST BOUND 500' EAST OF THE CTH EW ON RAMP TAPER, RIGHT	M4-8	36 X 18	Detour Cardinal	-	-	1		
0010			M3-2	36 X 18	East Cardinal	-	-	1	59	
0010			M1-4	36 X 36	USH 12 Route Marker	-	-	1	59	
						-	-			
0010	60	USH 12 EAST BOUND 50' EAST OF CTH EW, RIGHT	W20-3-F Mod	48 X 48	ROAD CLOSED 3 MILES	-	-	1		
					SHEET SUBTOTAL	0	0	33		

DETOUR SIGNING (CONTINUED)

CAT	SIGN NUMBER	LOCATION	SIGN CODE	SIGN SIZE IN INCHES	SIGN DESCRIPTION	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE EACH	643.2000 TRAFFIC CONTROL DETOUR (PROJECT) EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS	MOUNTED ON SAME POST AS SIGN NUMBER	REMARKS
USH 12 CLOSURE-NON INTERCHANGE (CONTINUED)										
0010	61	USH 12 EAST BOUND 50' EAST OF CTH OO, RIGHT	W20-3-G Mod	48 X 48	ROAD CLOSED 3/4 MILE	- -	- -	1		
0010	62	ISH 12 EAST BOUND 50' EAST OF CTH M, RIGH	W20-3-A	48 X 48	ROAD CLOSED AHEAD	- -	- -	1		
0010	63		R11-2	48 X 30	ROAD CLOSED	- -	- -	1		
0010	64	IH 94 EAST BOUND 1000' WEST OF THE USH 12 OFF RAMP, RIGHT	M4-8	36 X 18	Detour Cardinal	-	-	1		
0010			M3-2	36 X 18	East Cardinal	-	-	1	64	
0010			M1-4	36 X 36	USH 12 Route Marker	-	-	1	64	
0010			MO5-2R	30 X 30	Orange Right Bent Arrow	- -	- -	1	64	
0010	65	IH 94 EAST BOUND AT THE USH 12 OFF RAMP, RIGHT	M4-8	36 X 18	Detour Cardinal	-	-	1		
0010			M3-2	36 X 18	East Cardinal	-	-	1	65	
0010			M1-4	36 X 36	USH 12 Route Marker	-	-	1	65	
0010			MO6-2	30 X 30	Orange Tilt Right Arrow	- -	- -	1	65	
0010	66	USH 12 OFF RAMP, RIGHT	M4-8-A	24 X 18	END DETOUR	- -	- -	1		
0010	67	USH 12 WEST BOUND 1000' EAST OF THE IH 94 WEST ON RAMP, RIGHT	W20-2-A	48 X 48	DETOUR AHEAD	- -	- -	1		
0010	68	USH 12 WEST BOUND 500' EAST OF THE IH 94 WEST ON RAMP, RIGHT	M4-8	24 X 12	Detour Cardinal	-	-	1		
0010			M3-4	24 X 12	West Cardinal	-	-	1	68	
0010			M1-4	24 X 24	USH 12 Route Marker	-	-	1	68	
0010			MO5-1L	21 X 21	Orange Left Turn Arrow	- -	- -	1	68	
0010	69	USH 12 WEST BOUND AT THE IH 94 WEST ON RAMP, RIGHT	M4-8	24 X 12	Detour Cardinal	-	-	1		
0010			M3-4	24 X 12	West Cardinal	-	-	1	69	
0010			M1-4	24 X 24	USH 12 Route Marker	-	-	1	69	
0010			MO6-1	21 X 21	Orange Left Arrow	- -	- -	1	69	
0010	70	USH 12 WEST BOUND 50' WEST OF THE IH 94 WEST ON RAMP, RIGHT	W20-3-F Mod	48 X 48	ROAD CLOSED 3 MILES	- -	- -	1		
0010	71	IH 94 WEST BOUND 500' WEST OF THE USH 12 ON RAMP TAPER, RIGHT	M4-8	36 X 18	Detour Cardinal	-	-	1		
0010			M3-4	36 X 18	West Cardinal	-	-	1	71	
0010			M1-4	36 X 36	USH 12 Route Marker	- -	- -	1	71	
0010	72	USH 12 WEST BOUND 50' WEST OF CTH G, RIGHT	W20-3-F Mod	48 X 48	ROAD CLOSED 2 MILES	- -	- -	1		
0010	73	USH 12 WEST BOUND 50' WEST OF CTH O, RIGHT	W20-3-A	48 X 48	ROAD CLOSED AHEAD	- -	- -	1		
0010	74		R11-2	48 X 30	ROAD CLOSED	-	-	1		
					SHEET SUBTOTAL	0	0	28		

DETOUR SIGNING (CONTINUED)

CAT	SIGN NUMBER	LOCATION	SIGN CODE	SIGN SIZE IN INCHES	SIGN DESCRIPTION	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE EACH	643.2000 TRAFFIC CONTROL DETOUR (PROJECT) EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS	MOUNTED ON SAME POST AS SIGN NUMBER	REMARKS
USH 12 CLOSURE-NON INTERCHANGE (CONTINUED)										
0010	75	IH 94 WEST BOUND 1000' EAST OF THE CTH EW OFF RAMP, RIGHT	M4-8	36 X 18	Detour Cardinal	-	-	1		
0010			M3-4	36 X 18	West Cardinal	-	-	1	75	
0010			M1-4	36 X 36	USH 12 Route Marker	-	-	1	75	
0010			MO6-1	30 X 30	Orange Ahead Arrow	-	-	1	75	
						-	-			
0010	76	IH 94 WEST BOUND 200' EAST OF THE CTH EW OFF RAMP, RIGHT	M4-8	36 X 18	Detour Cardinal	-	-	1		
0010			M3-4	36 X 18	West Cardinal	-	-	1	76	
0010			M1-4	36 X 36	USH 12 Route Marker	-	-	1	76	
0010			MO6-1	30 X 30	Orange Ahead Arrow	-	-	1	76	
						-	-			
0010	77	IH 94 WEST BOUND 500' WEST OF THE CTH EW ON RAMP TAPER, RIGHT	M4-8	36 X 18	Detour Cardinal	-	-	1		
0010			M3-4	36 X 18	West Cardinal	-	-	1	71	
0010			M1-4	36 X 36	USH 12 Route Marker	-	-	1	71	
						-	-			
0010	78	IH 94 WEST BOUND 1000' EAST OF THE CTH O OFF RAMP, RIGHT	M4-8	36 X 18	Detour Cardinal	-	-	1		
0010			M3-4	36 X 18	West Cardinal	-	-	1	78	
0010			M1-4	36 X 36	USH 12 Route Marker	-	-	1	78	
0010			MO5-2R	30 X 30	Orange Right Bent Arrow	-	-	1	78	
						-	-			
0010	79	IH 94 WEST BOUND AT THE CTH O OFF RAMP, RIGHT	M4-8	36 X 18	Detour Cardinal	-	-	1		
0010			M3-4	36 X 18	West Cardinal	-	-	1	79	
0010			M1-4	36 X 36	USH 12 Route Marker	-	-	1	79	
0010			MO6-2	30 X 30	Orange Tilt Right Arrow	-	-	1	79	
						-	-			
0010	80	CTH O OFF RAMP 500' EAST OF CTH O, RIGHT	M4-8	24 X 12	Detour Cardinal	-	-	1		
0010			M3-4	24 X 12	West Cardinal	-	-	1	80	
0010			M1-4	24 X 24	USH 12 Route Marker	-	-	1	80	
0010			MO5-1L	21 X 21	Orange Left Turn Arrow	-	-	1	80	
						-	-			
0010	81	IH 94 WEST BOUND TO CTH O OFF RAMP AT CTH O, RIGHT	M4-8	24 X 12	Detour Cardinal	-	-	1		
0010			M3-4	24 X 12	West Cardinal	-	-	1	81	
0010			M1-4	24 X 24	USH 12 Route Marker	-	-	1	81	
0010			MO6-1	21 X 21	Orange Left Arrow	-	-	1	81	
						-	-			
0010	82	CTH O WEST BOUND 200' EAST OF USH 12, RIGHT	M4-8-A	24 X 18	END DETOUR	-	-	1		
0010		PROJECT				-	1	-	-	-
					SHEET SUBTOTAL	0	1	28		
					TOTAL 0010	11 **	1	4232 **		

** QUANTITIY LISTED ELSEWHERE

PAVEMENT MARKING SUMMARY

CAT.	STA		STA	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	646.0600 REMOVING PAVEMENT MARKING LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	REMARKS
	STAGE 1										
0010	2574+70	-	2581+30	EB MAINLINE	-	-	180	-	-	-	CENTER LINE
0010	2574+70	-	2581+30	EB MAINLINE	-	-	-	-	660	-	WHITE
0010	2588+50	-	2590+50	EB MAINLINE	-	-	-	200	-	-	YELLOW
0010	2593+66A		2597+66A	WB MAINLINE	-	-	-	500	-	-	YELLOW
0010	2590+50Y	-	2596+20Y	CROSSOVER 1	-	-	-	570	-	-	YELLOW
0010	2596+20Y	-	2597+75Y	CROSSOVER 1	-	-	-	-	250	-	YELLOW
0010	2590+50	-	2593+11	EB MAINLINE	-	-	260	-	-	-	MEDIAN EDGELINE
0010	2591+87Y	-	2593+10Y	CROSSOVER 1	-	-	-	-	130	-	WHITE
0010	2593+10Y	-	2601+57Y	CROSSOVER 1	-	-	-	900	-	-	WHITE
0010	2596+13A	-	2601+49A	WB MAINLINE	-	-	600	-	-	-	MEDIAN EDGELINE
0010	2597+67A	-	2748+23A	WB MAINLINE	-	-	-	30495	-	-	DOUBLE YELLOW
0010	2748+23A	-	2750+51A	WB MAINLINE	-	-	-	-	456	-	DOUBLE YELLOW
0010	2750+51A	-	2790+28A	WB MAINLINE	-	-	-	7954	-	-	DOUBLE YELLOW
0010	2790+28A	-	2791+66A	WB MAINLINE	-	-	-	-	276	-	DOUBLE YELLOW
0010	2791+66A	-	2819+76A	WB MAINLINE	-	-	-	5620	-	-	DOUBLE YELLOW
0010	2819+76A	-	2821+22A	WB MAINLINE	-	-	-	-	292	-	DOUBLE YELLOW
0010	2821+22A	-	2936+97A	WB MAINLINE	-	-	-	23150	-	-	DOUBLE YELLOW
0010	2936+97A	-	2938+91A	WB MAINLINE	-	-	-	-	388	-	DOUBLE YELLOW
0010	2938+91A	-	3007+02A	WB MAINLINE	-	-	-	13422	-	-	DOUBLE YELLOW
0010	2601+49A	-	3005+40A	WB MAINLINE RT	-	-	-	40391	-	-	WHITE
0010	2897+23	-	2900+17	CROSSOVER 2	-	-	294	-	-	-	YELLOW
0010	2897+23	-	2939+60	CROSSOVER 2	-	-	-	-	4324	-	WHITE
0010	2899+98	-	2900+97	CROSSOVER 2	-	-	-	-	-	200	WHITE
0010	2900+97	-	2939+60	CROSSOVER 2	-	-	-	-	3917	-	YELLOW
0010	2905+61	-	2928+42	CROSSOVER 2	-	-	2281	-	-	-	YELLOW
0010	2928+86	-	2929+73	CROSSOVER 2	-	-	174	-	-	-	8-INCH WHITE
0010	2929+56	-	2939+60	CROSSOVER 2	-	-	1140	-	-	-	8-INCH / 4-INCH WHITE
	CHANGE CROSSOVER 2										
0010	2897+41	-	2939+51	CROSSOVER 2	-	-	-	-	4300	-	WHITE
0010	2900+16	-	2901+14	CROSSOVER 2	-	-	-	-	-	100	WHITE
0010	2901+14	-	2939+34	CROSSOVER 2	-	-	-	-	3899	-	YELLOW
0010	3004+33	-	3008+33	WB MAINLINE	-	-	-	500	-	-	YELLOW
0010	2+25ZZ	-	5+65ZZ	CROSSOVER 3	-	-	-	-	350	-	YELLOW
0010	5+65ZZ	-	14+35ZZ	CROSSOVER 3	-	-	-	870	-	-	YELLOW
				SUBTOTALS	0	0	4929	124572	19242	300	

PAVEMENT MARKING SUMMARY (CONTINUED)

CAT.	STA		STA	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	646.0600 REMOVING PAVEMENT MARKING LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	REMARKS
	STAGE 1										
0010	3005+75A	-	3008+74A	WB MAINLINE	-	-	700	-	-	-	MEDIAN EDGELINE
0010	002+67	-	011+55	CROSSOVER 3	-	-	-	1350	-	-	WHITE
0010	011+55	-	014+35	CROSSOVER 3	-	-	-	-	300	-	WHITE
0010	3015+03	-	3017+82	EB MAINLINE	-	-	280	-	-	-	MEDIAN EDGELINE
0010	3019+33A	-	3025+93A	WB MAINLINE	-	-	-	-	660	-	YELLOW
0010	3019+33A	-	3025+93A	WB MAINLINE	-	-	200	-	-	-	CENTER LINE
	END STAGE 1										
0010	2574+70	-	2581+30	EB MAINLINE	180	-	-	-	-	-	CENTERLINE
0010	2593+66A		2597+66A	WB MAINLINE	-	-	500	-	-	-	YELLOW
0010	2590+50Y	-	2596+20Y	CROSSOVER 1	-	-	570	-	-	-	YELLOW
0010	2590+50	-	2593+11	EB MAINLINE	-	-	-	260	-	-	YELLOW
0010	2593+10Y	-	2601+57Y	CROSSOVER 1	-	-	900	-	-	-	WHITE
0010	2596+13A	-	2601+49A	WB MAINLINE	-	-	-	600	-	-	YELLOW
0010	2597+67A	-	2898+44A	WB MAINLINE	-	-	58742	7583	-	-	CENTERLINE
0010	2898+44A	-	3007+02A	WB MAINLINE	2715	-	22216	-	-	-	CENTERLINE
0010	2601+49A	-	2897+32A	WB MAINLINE RT	-	-	-	29851	-	-	YELLOW
0010	2900+00A	-	3005+40A	WB MAINLINE RT	10540	-	10540	-	-	-	YELLOW
0010	3004+33		3008+33	WB MAINLINE	-	-	500	-	-	-	YELLOW
0010	5+65ZZ	-	14+35ZZ	CROSSOVER 3	-	-	870	-	-	-	YELLOW
0010	3005+75A	-	3008+74A	WB MAINLINE	700	-	-	-	-	-	YELLOW
0010	002+67	-	011+55	CROSSOVER 3	-	-	1350	-	-	-	WHITE
0010	3015+03	-	3017+82	EB MAINLINE	280	-	-	-	-	-	YELLOW
0010	3019+33A		3025+93A	WB MAINLINE	200	-	-	-	-	-	CENTER LINE
0010	2895+00	-	2929+45	IH 94 EB LT	3445	-	-	-	-	-	YELLOW
0010	2895+00	-	2925+32	IH 94 EB RT	3032	-	-	-	-	-	WHITE
0010	2895+00	-	2929+45	IH 94 EB RT	861	-	-	-	-	-	CENTERLINE (WHITE)
0010	2930+86E	-	2940+30E	USH 12 OFFRAMP	944	-	-	-	-	-	YELLOW
0010	2925+32E	-	2940+00E	USH 12 OFFRAMP	1468	-	-	-	-	-	WHITE
				SUBTOTALS	24365	0	97368	39644	960	0	

PAVEMENT MARKING SUMMARY (CONTINUED)

CAT.	STA	-	STA	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	646.0600 REMOVING PAVEMENT MARKING LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	REMARKS
	STAGE 2										
0010	501+30B	-	519+55B	USH 12	-	-	1825	-	-	-	WHITE
0010	501+30B	-	519+55B	USH 12	-	-	-	-	1825	-	WHITE
0010	501+30B	-	508+33B	USH 12	-	-	1406	-	-	-	YELLOW (DOUBLE)
0010	501+30B	-	533+62B	USH 12	-	-	-	-	6464	-	YELLOW (DOUBLE)
0010	503+16B	-	519+03B	USH 12	-	-	-	-	1587	-	WHITE
0010	508+33B	-	519+03B	USH 12	-	-	1070	-	-	-	YELLOW
0010	520+82B	-	531+42B	USH 12	-	-	1060	-	-	-	WHITE
0010	520+82B	-	531+42B	USH 12	-	-	-	-	1060	-	WHITE
0010	521+45B	-	537+44B	USH 12	-	-	-	-	1599	-	WHITE
0010	533+62B	-	537+44B	USH 12	-	-	-	-	382	-	YELLOW
0010	533+62B	-	539+00B	USH 12	-	-	-	-	691	-	YELLOW
0010	531+27B	-	537+44B	USH 12	-	-	-	-	617	-	YELLOW
0010	534+47B	-	535+61B	USH 12	-	-	114	-	-	-	YELLOW
0010	532+24B	-	537+44B	USH 12	-	-	520	-	-	-	WHITE
0010	532+24B	-	537+44B	USH 12	-	-	-	-	520	-	WHITE
0010	536+72B	-	537+21B	USH 12	-	-	49	-	-	-	YELLOW
0010	-		-	USH 12	-	-	-	-	371	-	YELLOW (TAPER WB)
0010	-		-	USH 12	-	-	135	-	-	-	WHITE (CENTER LINE WB)
	STAGE 2A										
0010	501+30B	-	519+88B	USH 12	-	-	-	-	1858	-	WHITE
0010	501+30B	-	503+16B	USH 12	-	-	-	-	372	-	YELLOW (DOUBLE)
0010	501+30B	-	519+88B	USH 12	-	-	-	-	1858	-	WHITE
0010	503+16B	-	514+22B	USH 12	-	-	-	-	1106	-	YELLOW
0010	503+16B	-	514+22B	USH 12	-	-	-	-	1106	-	YELLOW
0010	514+22B	-	533+55B	USH 12	-	-	-	-	3866	-	YELLOW (DOUBLE)
0010	520+89B	-	539+14B	USH 12	-	-	-	-	1951	-	WHITE
0010	520+89B	-	531+31B	USH 12	-	-	-	-	1042	-	WHITE
0010	533+55B	-	538+31B	USH 12	-	-	-	-	476	-	YELLOW
0010	533+55B	-	536+06B	USH 12	-	-	-	-	251	-	YELLOW
0010	536+90B	-	538+29B	USH 12	-	-	139	-	-	-	YELLOW
0010	-		-	USH 12	-	-	-	-	446	-	WHITE (TAPER WB)
				SUBTOTALS	0	0	6318	0	29448	0	

PAVEMENT MARKING SUMMARY (CONTINUED)

CAT.	STA		STA	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	646.0600 REMOVING PAVEMENT MARKING LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	REMARKS
	END STAGE 2										
0010	506+00B	-	519+85B	USH 12 EB	1385	-	-	-	-	-	WHITE
0010	520+79B	-	524+34B	USH 12 EB	355	-	-	-	-	-	WHITE
0010	525+34B	-	531+30B	USH 12 EB	596	-	-	-	-	-	WHITE
0010	531+97B	-	534+18B	USH 12 EB	221	-	-	-	-	-	WHITE
0010	506+00B	-	520+00B	USH 12 EB	1400	-	-	-	-	-	YELLOW
0010	520+75B	-	525+02B	USH 12 EB	427	-	-	-	-	-	YELLOW
0010	525+45B	-	530+90B	USH 12 EB	545	-	-	-	-	-	YELLOW
0010	532+00B	-	533+85B	USH 12 EB	185	-	-	-	-	-	YELLOW
0010	511+84B	-	534+18B	USH 12 EB	558.5	-	-	-	-	-	WHITE
0010	506+00B	-	519+94B	USH 12 WB	1394	-	-	-	-	-	WHITE
0010	520+92C	-	531+23C	USH 12 WB	1031	-	-	-	-	-	WHITE
0010	532+19C	-	533+69C	USH 12 WB	150	-	-	-	-	-	WHITE
0010	506+00B	-	520+01B	USH 12 WB	1401	-	-	-	-	-	YELLOW
0010	520+65C	-	525+08C	USH 12 WB	443	-	-	-	-	-	YELLOW
0010	525+99C	-	530+24C	USH 12 WB	425	-	-	-	-	-	YELLOW
0010	531+72C	-	533+90C	USH 12 WB	218	-	-	-	-	-	YELLOW
0010	513+10C	-	534+15C	USH 12 WB	526	-	-	-	-	-	WHITE
0010	525+87C	-	526+70C	USH 12 WB	-	83	-	-	-	-	WHITE
0010	530+08B	-	530+90B	USH 12 EB	-	82	-	-	-	-	WHITE
0010	532+15B	-	533+45B	USH 12 EB	-	130	-	-	-	-	WHITE
0010	2935+02D	-	2934+00D	IH 94 WB ONRAMP RT	102	-	-	-	-	-	WHITE
0010	2935+45D	-	2934+00D	IH 94 WB ONRAMP LT	145	-	-	-	-	-	YELLOW
0010	2940+67F	-	2942+06F	IH 94 EB ONRAMP LT	139	-	-	-	-	-	YELLOW
0010	2941+05F	-	2942+06F	IH 94 EB ONRAMP RT	101	-	-	-	-	-	WHITE
	STAGE 3										
0010	2510+35	-	2517+45	EB MAINLINE	-	-	180	-	-	-	CENTER LINE
0010	2510+85	-	2517+45	EB MAINLINE	-	-	-	-	660	-	WHITE
0010	2525+57	-	2527+57	EB MAINLINE	-	-	-	-	200	-	WHITE
0010	2525+57	-	2528+57	EB MAINLINE	-	-	75	-	-	-	EXIT RAMP TAPER
0010	2532+20	-	2534+45	EB MAINLINE	-	-	-	-	-	425	GORE
0010	2550+75	-	2555+50	EB MAINLINE	-	-	-	-	475	-	YELLOW
				SUBTOTALS	11748	295	255	0	1335	425	

PAVEMENT MARKING SUMMARY (CONTINUED)

CAT.	STA		STA	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	646.0600 REMOVING PAVEMENT MARKING LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	REMARKS
	STAGE 3										
0010	2555+50	-	2556+50	EB MAINLINE	-	-	-	-	-	200	GORE
0010	2556+49	-	2560+99	EB MAINLINE	-	-	120	-	450	-	WHITE
0010	2588+50	-	2590+50	EB MAINLINE	-	-	-	200	-	-	YELLOW
0010	2593+66A		2597+66A	WB MAINLINE	-	-	-	500	-	-	YELLOW
0010	2590+50Z	-	2596+20Z	CROSSOVER 1	-	-	-	570	-	-	YELLOW
0010	2596+20Z	-	2597+75Z	CROSSOVER 1	-	-	-	-	250	-	YELLOW
0010	2590+50	-	2593+11	EB MAINLINE	-	-	260	-	-	-	MEDIAN EDGELINE
0010	2591+87Z	-	2593+10Z	CROSSOVER 1	-	-	-	-	130	-	WHITE
0010	2593+10Z	-	2601+57Z	CROSSOVER 1	-	-	-	900	-	-	WHITE
0010	2596+13A	-	2601+49A	WB MAINLINE	-	-	600	-	-	-	MEDIAN EDGELINE
0010	2597+67A	-	2748+23A	WB MAINLINE	-	-	-	30495	-	-	DOUBLE YELLOW
0010	2748+23A	-	2750+51A	WB MAINLINE	-	-	-	-	456	-	DOUBLE YELLOW
0010	2750+51A	-	2790+28A	WB MAINLINE	-	-	-	7954	-	-	DOUBLE YELLOW
0010	2790+28A	-	2791+66A	WB MAINLINE	-	-	-	-	276	-	DOUBLE YELLOW
0010	2791+66A	-	2819+76A	WB MAINLINE	-	-	-	5620	-	-	DOUBLE YELLOW
0010	2819+76A	-	2821+22A	WB MAINLINE	-	-	-	-	292	-	DOUBLE YELLOW
0010	2821+22A	-	2897+44A	WB MAINLINE	-	-	-	15244	-	-	DOUBLE YELLOW
0010	2601+49A	-	2897+32A	WB MAINLINE RT	-	-	-	29583	-	-	WHITE
0010	2898+00A	-	2903+00A	WB MAINLINE	-	-	-	500	-	-	YELLOW
0010	894+57X	-	896+23X	CROSSOVER 2	-	-	-	-	350	-	YELLOW
0010	896+23X	-	905+98X	CROSSOVER 2	-	-	-	870	-	-	YELLOW
0010	893+45X	-	902+23X	CROSSOVER 2	-	-	-	1200	-	-	WHITE
0010	902+23X	-	905+98X	CROSSOVER 2	-	-	-	-	300	-	WHITE
0010	2897+32A	-	2900+10A	WB MAINLINE	-	-	700	-	-	-	MEDIAN EDGELINE
0010	2905+92	-	2909+68	EB MAINLINE	-	-	260	-	-	-	MEDIAN EDGELINE
0010	2910+00A	-	2916+60A	WB MAINLINE	-	-	-	-	660	-	YELLOW
0010	2910+00A	-	2916+60A	WB MAINLINE	-	-	180	-	-	-	LANE CLOSURE TAPER
	END STAGE 3										
0010	2510+35	-	2517+45	EB MAINLINE	180	-	-	-	-	-	CENTERLINE (WHITE)
0010	2525+57	-	2528+57	EB MAINLINE	75	-	-	-	-	-	CENTERLINE (WHITE)
0010	2532+20	-	2534+45	EB MAINLINE	56	-	850	-	-	-	CENTERLINE WHITE
				SUBTOTALS	312	0	2970	93636	3164	200	

PAVEMENT MARKING SUMMARY (CONTINUED)

CAT.	STA	-	STA	LOCATION	646.0106 PAVEMENT MARKING EPOXY 4-INCH LF	646.0126 PAVEMENT MARKING EPOXY 8-INCH LF	646.0600 REMOVING PAVEMENT MARKING LF	649.0100 TEMPORARY PAVEMENT MARKING 4-INCH LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	REMARKS
	END STAGE 3										
0010	2555+50	-	2556+50	EB MAINLINE	25	-	400	-	-	-	CENTERLINE (WHITE)
0010	2556+49	-	2560+99	EB MAINLINE	120	-	-	-	-	-	WHITE
0010	2588+50	-	2590+50	EB MAINLINE	-	-	200	-	-	-	YELLOW
0010	2590+50Z	-	2597+75Z	CROSSOVER 1	-	-	570	-	-	-	YELLOW
0010	2588+50	-	2593+11	EB MAINLINE	461	-	-	-	-	-	YELLOW
0010	2591+87Z	-	2601+57Z	CROSSOVER 1	-	-	900	-	-	-	WHITE
0010	2596+13A	-	2601+49A	WB MAINLINE	600	-	-	-	-	-	YELLOW
0010	2597+67A	-	2898+44A	WB MAINLINE	-	-	60513	-	-	-	CENTERLINE (WHITE)
0010	894+57X	-	905+98X	CROSSOVER 2	-	-	870	-	-	-	YELLOW
0010	893+45X	-	905+98X	CROSSOVER 2	-	-	1500	-	-	-	YELLOW
0010	2897+32A	-	2900+10A	WB MAINLINE	700	-	-	-	-	-	YELLOW
0010	2905+92	-	2909+68	EB MAINLINE	260	-	-	-	-	-	YELLOW
0010	2908+07	-	2915+20	WB MAINLINE	200	-	-	-	-	-	CENTERLINE (WHITE)
0010	2614+00	-	2895+00	IH 94 EB LT	28100	-	-	-	-	-	YELLOW
0010	2614+00	-	2895+00	IH 94 EB RT	28100	-	-	-	-	-	WHITE
				SUBTOTALS	58566	0	64953	0	0	0	
				TOTAL 0010	94991	295	176793	257853	54149	925	

3

PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST SUMMARY

CAT.	STA	-	STA	LOCATION	646.0881.S PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH LF	646.0883.S PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH LF	REMARKS
	END STAGE 3						
0010	2614+00	-	2895+00	IH 94 EB	7025	-	CENTERLINE (WHITE)
0010	2597+67A	-	2937+05A	IH 94 WB	8485	-	CENTERLINE (WHITE)
0010	2927+45	-	2930+81	USH 12 EB OFF RAMP	-	672	GORE
0010	2907+50A	-	2918+50A	USH 12 WB ON RAMP	-	200	GORE
				TOTAL 0010	15510	872	

PAVEMENT MARKING LATE SEASON

CATEGORY	STATION	TO	STATION	LOCATION	646.0900.S PAVEMENT MARKING LATE SEASON LF	REMARKS
0010	2614+00	-	2895+00	IH 94 EB	28100	MEDIAN EDGELINE
0010	2614+00	-	2929+45	IH 94 EB	7886	CENTERLINE
0010	2614+00	-	2895+00	IH 94 EB	28100	OUTSIDE EDGELINE
0010	2597+67A	-	2937+05A	IH 94 WB	33938	MEDIAN EDGELINE
0010	2597+67A	-	2937+05A	IH 94 WB	8485	CENTERLINE
0010	2597+67A	-	2937+05A	IH 94 WB	33938	OUTSIDE EDGELINE
				TOTAL 0010	140447	

3

CONSTRUCTION STAKING SUMMARY

CAT.	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.6500.01 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE B-41-284) LS	650.6500.02 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE B-41-286) LS	650.6500.03 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE B-41-288) LS	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
0010	PROJECT	-	-	IH 94	-	-	-	-	-	-	1	-	
0010	2614+00	-	2748+11	IH 94 EB	13411	-	-	-	-	13411	-	13411	STAGE 3
0010	2749+56	-	2790+94	IH 94 EB	4138	-	-	-	-	4138	-	4138	STAGE 3
0010	2791+79	-	2820+21	IH 94 EB	2842	-	-	-	-	2842	-	2842	STAGE 3
0010	2821+15	-	2895+00	IH 94 EB	7385	-	-	-	-	7385	-	7385	STAGE 3
0010	2895+00		2929+45	IH 94 EB	3445					3445		3445	STAGE 1
0010	2925+32E	-	2940+45E	USH 12 OFFRAMP	1513	-	-	-	-	1513	-	1513	STAGE 1
0010	506+00B	-	534+17B	USH 12 EB	2817	-	-	-	-	2817	-	2817	STAGE 2
0010	509+00C	-	534+15C	USH 12 WB	2515	-	-	-	-	2515	-	2515	STAGE 2
0010	2934+00D	-	2935+70D	IH 94 WB ONRAMP	170	-	-	-	-	170	-	170	STAGE 2
0010	2940+36F	-	2942+06F	IH 94 EB ONRAMP	170	-	-	-	-	170	-	170	STAGE2
0010	-	-	-	B-41-284	-	-	1	-	-	-	-	-	-
0010	-	-	-	B-41-286	-	-	-	1	-	-	-	-	-
0010	-	-	-	B-41-288	-	-	-	-	1	-	-	-	-
0010	2744+13	-	2748+00	IH 94 EB	-	1	-	-	-	-	-	-	-
0010	2749+74		-	IH 94 EB	-	1	-	-	-	-	-	-	-
0010	2750+39	-	2750+54	IH 94 EB	-	1	-	-	-	-	-	-	-
0010	2790+61	-	2790+64	IH 94 EB	-	1	-	-	-	-	-	-	-
0010	2790+73		-	IH 94 EB	-	1	-	-	-	-	-	-	-
0010	2919+85		-	IH 94 EB	-	2	-	-	-	-	-	-	-
0010	2900+59		-	IH 94 EB	-	1	-	-	-	-	-	-	-
0010	2930+51E		-	IH 94 EB	-	1	-	-	-	-	-	-	-
0010	517+49B		-	USH 12	-	1	-	-	-	-	-	-	-
0010	520+39B		-	USH 12	-	1	-	-	-	-	-	-	-
0010	520+33B		-	USH 12	-	1	-	-	-	-	-	-	-
0010	523+73B		-	USH 12	-	1	-	-	-	-	-	-	-
0010	524+98B		-	USH 12	-	1	-	-	-	-	-	-	-
0010	529+84B		-	USH 12	-	2	-	-	-	-	-	-	-
0010	531+00B		-	USH 12	-	1	-	-	-	-	-	-	-
0010	533+20B		-	USH 12	-	1	-	-	-	-	-	-	-
				TOTAL 0010	38406	18	1	1	1	38406	1	38406	

3

WEIGH IN MOTION-ATR

CAT	STATION	LOCATION	652.0210 INSTALLING CONDUIT RIGID NONMETALLIC SCHEDULE 40 - 1 INCH LF	652.0335 INSTALLING CONDUIT RIGID NONMETALLIC SCHEDULE 80 - 3 INCH LF	655.0800 INSTALLING LOOP DETECTOR WIRE LF	655.0700 INSTALLING LOOP DETECTOR LEAD-IN CABLE, 12 GUAGE LF	653.0905 REMOVING PULL BOXES EA	653.0140 INSTALLING PULL BOX 24"X42" EA	REMARKS
0010	2739+25A	IH 94 EB	450	350	1020	1256	2	2	
TOTAL 0010			450	350	1020	1256	2	2	

SAWING SUMMARY

CAT.	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	2614+00		-	IH 94 EB	14	24	STAGE 3
0010	2895+00		-	IH 94 EB	14	26	STAGE 3
0010	UNDISTRIBUTED			IH 94 EB	42	78	STAGE 3
0010	2895+00		-	IH 94 EB	14	24	STAGE 1
0010	2901+03	-	2905+21	IH 94 EB	418	-	STAGE 1
0010	2902+32	-	2905+46	IH 94 EB	315	-	STAGE 1
0010	2905+46	-	2925+31	IH 94 EB	-	1985	STAGE 1
0010	2943+00		2951+48	IH 94 EB	16	-	RAMP CROSSOVER REMOVAL
0010	2929+45		-	IH 94 EB	14	24	STAGE 1
0010	2925+31E	-	2940+45E	USH 12 OFFRAMP	-	1514	STAGE 1
0010	UNDISTRIBUTED			IH 94 EB	42	72	STAGE 1
0010	2940+00E		-	USH 12 OFFRAMP	8	22	STAGE 1
0010	2940+00E		-	USH 12 OFFRAMP	8	22	STAGE 2
0010	506+00B		-	USH 12	30	-	STAGE 2
0010	534+17B		-	USH 12	8	100	STAGE 2
0010	533+65C	-	534+15C	USH 12	50	-	STAGE 2
0010	534+42B	-	538+00B	USH 12 CROSSOVER	-	753	STAGE 1
0010	503+50B	-	506+00B	USH 12	250	-	USH 12 WIDENING REMOVAL
0010	2942+06F		-	IH 94 EB ONRAMP	26	-	STAGE 2
0010	2934+00D		-	IH 94 WB ONRAMP	9	15	STAGE 2
0010	0+48G		-	WEST ANDRES	23	-	STAGE 2
0010	0+00H		-	EAST ANDRES	31	-	STAGE 2
0010	0+47I		-	SERVICE ROAD	14	-	STAGE 2
0010	EMPIRE AVE		-	TOWN ROAD	44	-	STAGE 1
				TOTAL 0010	1390	4659	

TEMPORARY RAISED PAVEMENT MARKERS

CATEGORY	STATION	TO	STATION	LOCATION	649.2100 TEMPORARY RAISED PAVEMENT MARKERS EACH	REMARKS
0010	2590+50Y	-	2596+20Y	CROSSOVER #1 LT	31	* STAGE 1 & 3
0010	2593+10Y	-	2601+57Y	CROSSOVER #1 RT	36	* STAGE 1 & 3
0010	5+65ZZ	-	14+35ZZ	CROSSOVER #3 LT	35	STAGE 1
0010	2+67Z	-	11+55Z	CROSSOVER #3 RT	54	STAGE 1
0010	896+23X	-	905+98X	CROSSOVER #2 LT	35	STAGE 3
0010	893+45X	-	902+23X	CROSSOVER #2 RT	48	STAGE 3
				TOTAL 0010	239	

* LEAVE IN PLACE OVER SUMMER SHUTDOWN

3

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS SPECIAL

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.01 FLEXIBLE TUBULAR MARKER POSTS SPECIAL EACH	SPV.0060.02 FLEXIBLE TUBULAR MARKER BASES SPECIAL EACH	REMARKS
0010	2593+21	-	2595+69	MEDIAN	49	49	STAGE 1 CROSSOVER 1
0010	2593+21	-	2595+69	MEDIAN	49	49	STAGE 3 CROSSOVER 1
0010	2901+03	-	2905+21	MEDIAN	76	76	STAGE 1 CROSSOVER 2
0010	2901+03	-	2905+21	MEDIAN	76	76	STAGE 3 CROSSOVER 2
0010	3009+03	-	3015+00	MEDIAN	116	116	STAGE 1 CROSSOVER 3
				TOTAL	366	366	

REMOVING TEMP PULLOUTS

CAT.	STATION	TO	STATION	SPV.0060.05 REMOVING TEMP PULLOUTS EACH	COMMENTS
			WESTBOUND SIDE		
0010	2640+52	-	2642+77	1	-
0010	2667+09	-	2669+40	1	-
0010	2692+51	-	2694+75	1	-
0010	2718+40	-	2720+64	1	-
0010	2736+37	-	2738+62	1	-
0010	2772+37	-	2774+62	1	-
0010	2799+33	-	2801+58	1	-
0010	2828+30	-	2830+55	1	-
0010	2852+16	-	2854+33	1	-
0010	2883+08	-	2885+30	1	-
0010	2916+20	-	2918+50	1	-
			TOTAL	11	

REMOVING WEIGH IN MOTION

CAT	STATION	LOCATION	SPV.0105.01 REMOVING WIEIGH IN MOTION LS	COMMENTS
0010	2739+66	IH 94 EB	1	-
		TOTAL 0010	1	

TEMPORARY EMERGENCY PULLOUT SIGNS

CAT.	STATION	LOCATION	SPV.0060.03 EMERGENCY PARKING 2 HOUR MAX SIGN EACH	SPV.0060.04 EMERGENCY PARKING 1/4 MILE SIGN EACH	COMMENTS
0010	2627+30A	IH 94 WB	-	1	-
0010	2640+50A	IH 94 WB	1	-	-
0010	2653+70A	IH 94 WB	-	1	-
0010	2666+90A	IH 94 WB	1	-	-
0010	2678+80A	IH 94 WB	-	1	-
0010	2692+00A	IH 94 WB	1	-	-
0010	2704+80A	IH 94 WB	-	1	-
0010	2718+00A	IH 94 WB	1	-	-
0010	2722+80A	IH 94 WB	-	1	-
0010	2736+00A	IH 94 WB	1	-	-
0010	2758+80A	IH 94 WB	-	1	-
0010	2772+00A	IH 94 WB	1	-	-
0010	2785+80A	IH 94 WB	-	1	-
0010	2799+00A	IH 94 WB	1	-	-
0010	2814+80A	IH 94 WB	-	1	-
0010	2828+00A	IH 94 WB	1	-	-
0010	2838+80A	IH 94 WB	-	1	-
0010	2852+00A	IH 94 WB	1	-	-
0010	2869+80A	IH 94 WB	-	1	-
0010	2883+00A	IH 94 WB	1	-	-
0010	2902+80A	IH 94 WB	-	1	-
0010	2916+00A	IH 94 WB	1	-	-
		TOTAL 0010	11	11	

FO FO FO FO FO FO FO FO FO FO

STA 2613+09, 38' LT
(1) APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH
(1) CONCRETE COLLARS FOR PIPE

IH 94

BEGIN PROJECT
STA 2614+00
X=699572.95
Y=438838.21

SAW CUT REQ'D

SLOPE INTERCEPT

2610 2615 2620 2625

IH 94 IH 94

STA 2624+05, 38' LT
(1) APRON ENDWALLS FOR CULVERT
PIPE SALVAGED 24-INCH
(1) CONCRETE COLLARS FOR PIPE

N

SLOPE INTERCEPT

STA 2624+04, 64' RT
CULVERT PIPE SALVAGED, 24-INCH, 8 LF
(1) APRON ENDWALLS FOR CULVERT
PIPE SALVAGED 24-INCH
(1) CONCRETE COLLARS FOR PIPE

5

R/W

STA 2613+07, 78' RT
CULVERT PIPE SALVAGED 18-INCH, 16 LF
(1) APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH
(3) CONCRETE COLLARS FOR PIPE

STA 2620+31, 136' RT
CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH, 6 LF
CULVERT PIPE SALVAGED 30-INCH, 24 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH
(4) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (30-INCH) ENDWALL ONLY

5

1110.00
1100.00
1090.00
1080.00
1075.00

BEGIN PROJECT
-2.11%

VCL = 732.56
K = 458.78

STA 2613+71.35
EL 1107.13

VPC STA 2615+67.09
VPC EL 1103.00

VPI STA 2619+33.37
VPI EL 1095.29

VPT STA 2622+99.64
VPT EL 1093.42

STA 2613+07
EXISTING 18" CONCRETE CULVERT PIPE

STA 2613+07
RESET C.P. REQ'D

STA 2620+31
EXISTING 30" CONCRETE CULVERT PIPE

STA 2620+31
1-36"R.C.C.P REQ'D

STA 2624+04
EXISTING 24"
CONCRETE
CULVERT PIPE

STA 2624+04
RESET
C.P. REQ'D

2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625

1114.55	1113.59	1112.64	1111.72	1110.68	1109.58	1108.55	1107.56	1106.51	1106.52	1105.63	1105.47	1104.41	1104.42	1103.46	1103.36
1102.45	1102.32	1101.35	1101.33	1100.41	1100.40	1099.49	1099.52	1098.69	1098.69	1098.05	1097.92	1097.42	1097.20	1096.81	1096.54
1096.22	1095.93	1095.77	1095.37	1095.25	1094.88	1094.72	1094.43	1094.36	1094.04	1094.12	1093.70	1093.86	1093.42	1093.55	1093.17
1093.25	1092.91	1092.99	1092.66	1092.71	1092.40										

PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 196	E

FO FO FO FO FO

IH 94

MGS GUARDRAIL TERMINAL EAT:
STA. 2631+50 TO STA. 2632+03,
38' RT, 1 EACH

MGS GUARDRAIL 3:
STA. 2632+03 TO STA. 2637+53,
36' RT, 550 LF

2632+45, 30' LT
(1) APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH
(1) CONCRETE COLLARS FOR PIPE

MGS GUARDRAIL TERMINAL TYPE 2:
STA. 2637+53,
36' RT, 1 EACH

CLEANING CULVERT PIPES
(18-INCH)

N

IH 94

SLOPE INTERCEPT

2625 2630 2635 2640

IH 94 IH 94

SLOPE INTERCEPT

STA 2639+07, 56' RT
CULVERT PIPE REINFORCED CONCRETE CLASS III, 18-INCH, 4 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE, 18-INCH
(2) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (18-INCH) ENDWALL ONLY

STA 2632+46, 92' RT
CULVERT PIPE SALVAGED 18-INCH, 16 LF
(1) APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH
(3) CONCRETE COLLARS FOR PIPE

R/W

SIGN

5 5

1090.00
1080.00
1070.00
1060.00

-0.51%

STA 2639+07
EXISTING 18" CONCRETE CULVERT PIPE

STA 2639+07
1-18"R.C.C.P REQ'D

STA 2632+46
EXISTING 18" CONCRETE CULVERT PIPE

STA 2632+46
RESET C.P. REQ'D

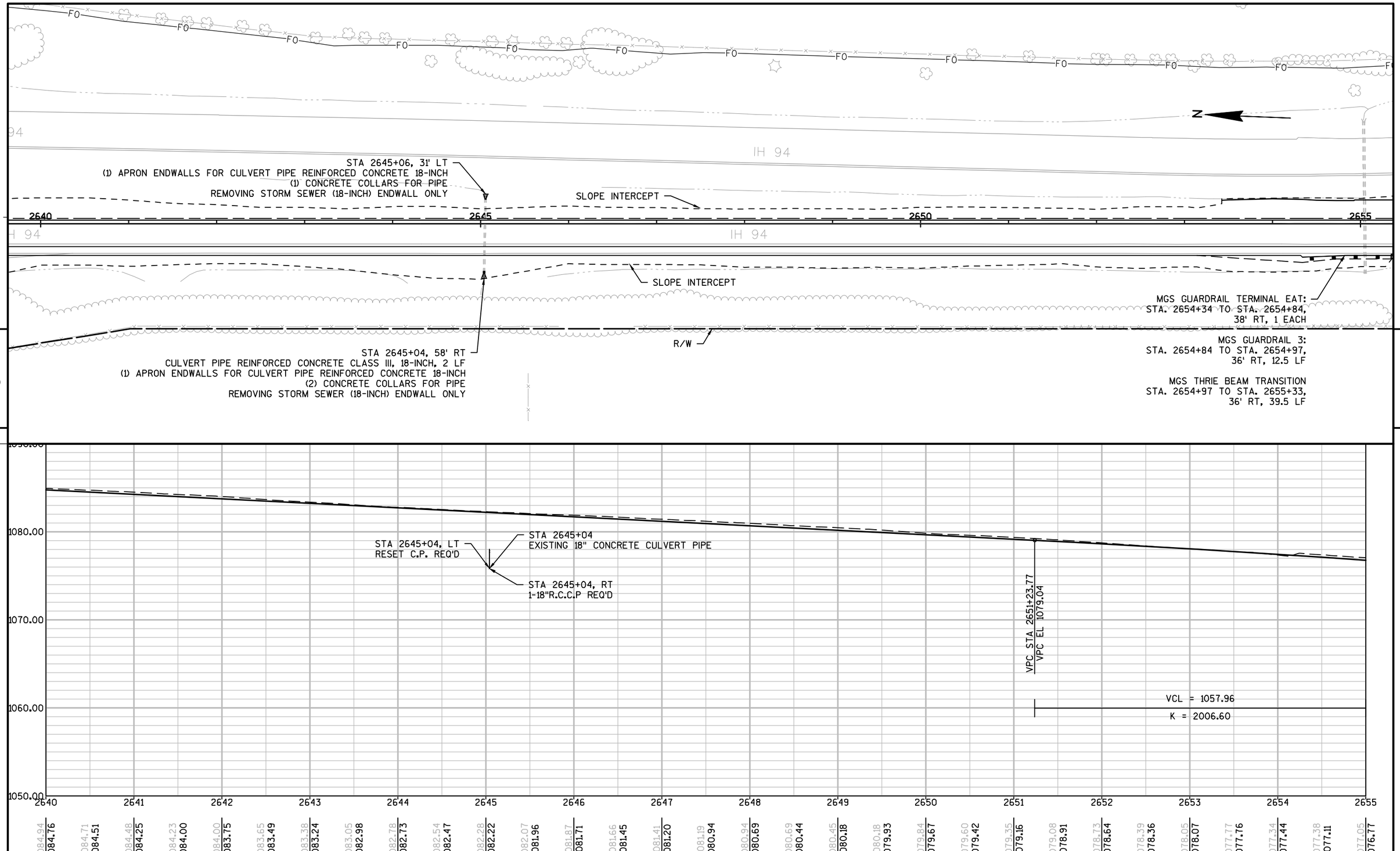
STA 2635+65
EXISTING 36" LINED CULVERT PIPE

2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640

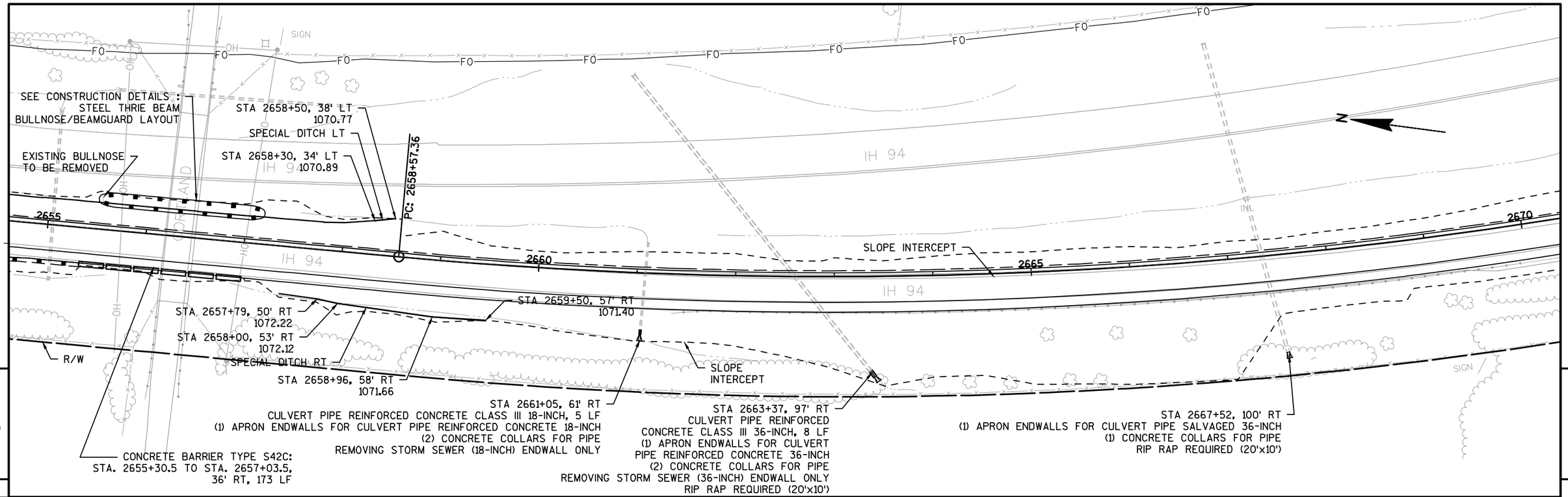
1092.71	1092.42	1092.22	1091.89	1091.64	1091.38	1091.23	1091.04	1090.81	1090.52	1090.14	1089.87	1089.56	1089.31	1089.04	1088.74
1092.40	1092.15	1091.89	1091.64	1091.39	1091.13	1090.88	1090.62	1090.37	1090.11	1089.86	1089.60	1089.35	1089.09	1088.84	1088.58

1088.50	1088.24	1087.96	1087.66	1087.34	1087.00	1086.72	1086.52	1086.30	1086.12	1085.89	1085.66	1085.44	1085.23	1084.94	
1088.33	1088.07	1087.82	1087.57	1087.31	1087.06	1086.80	1086.55	1086.29	1086.04	1085.78	1085.53	1085.27	1085.02	1084.76	

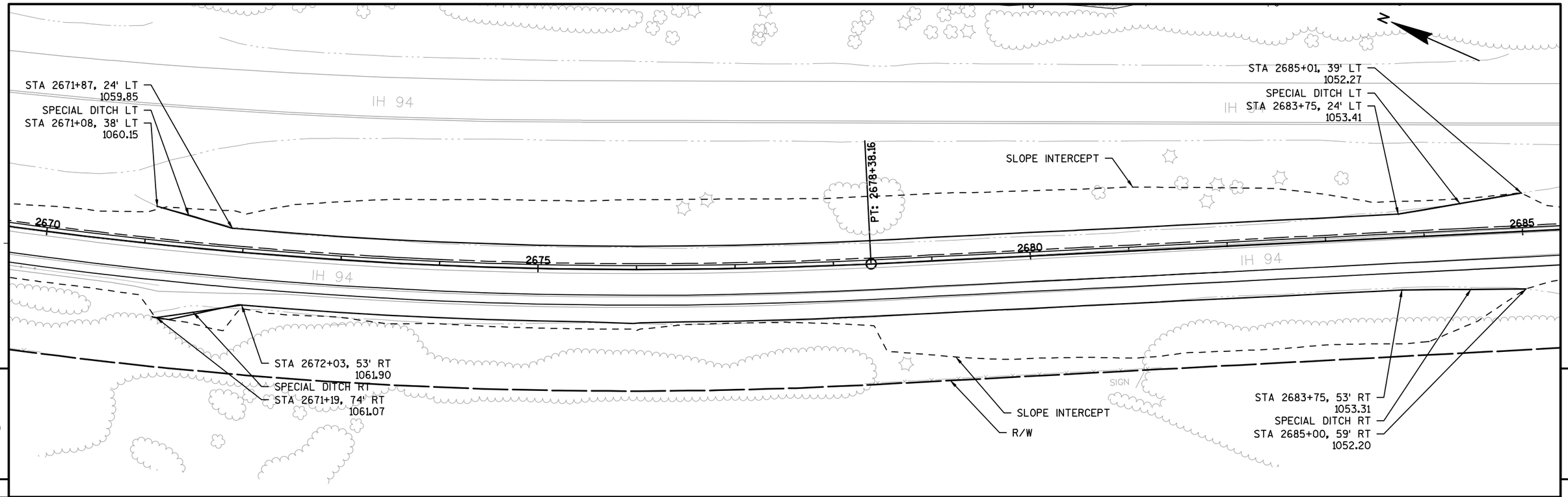
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 197 E

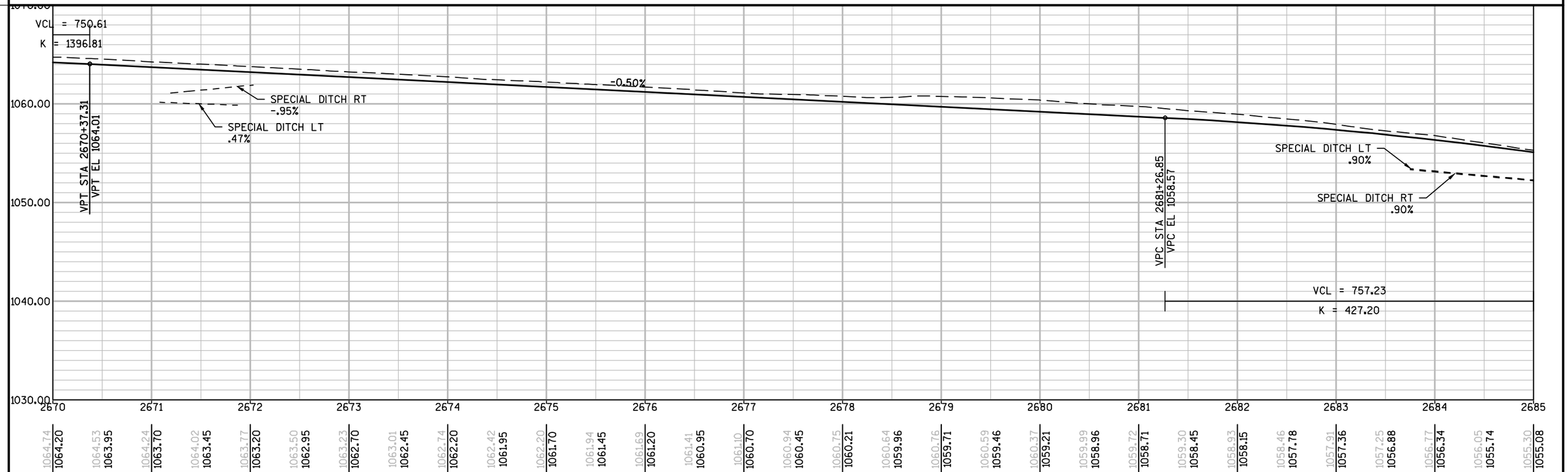


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 198 E

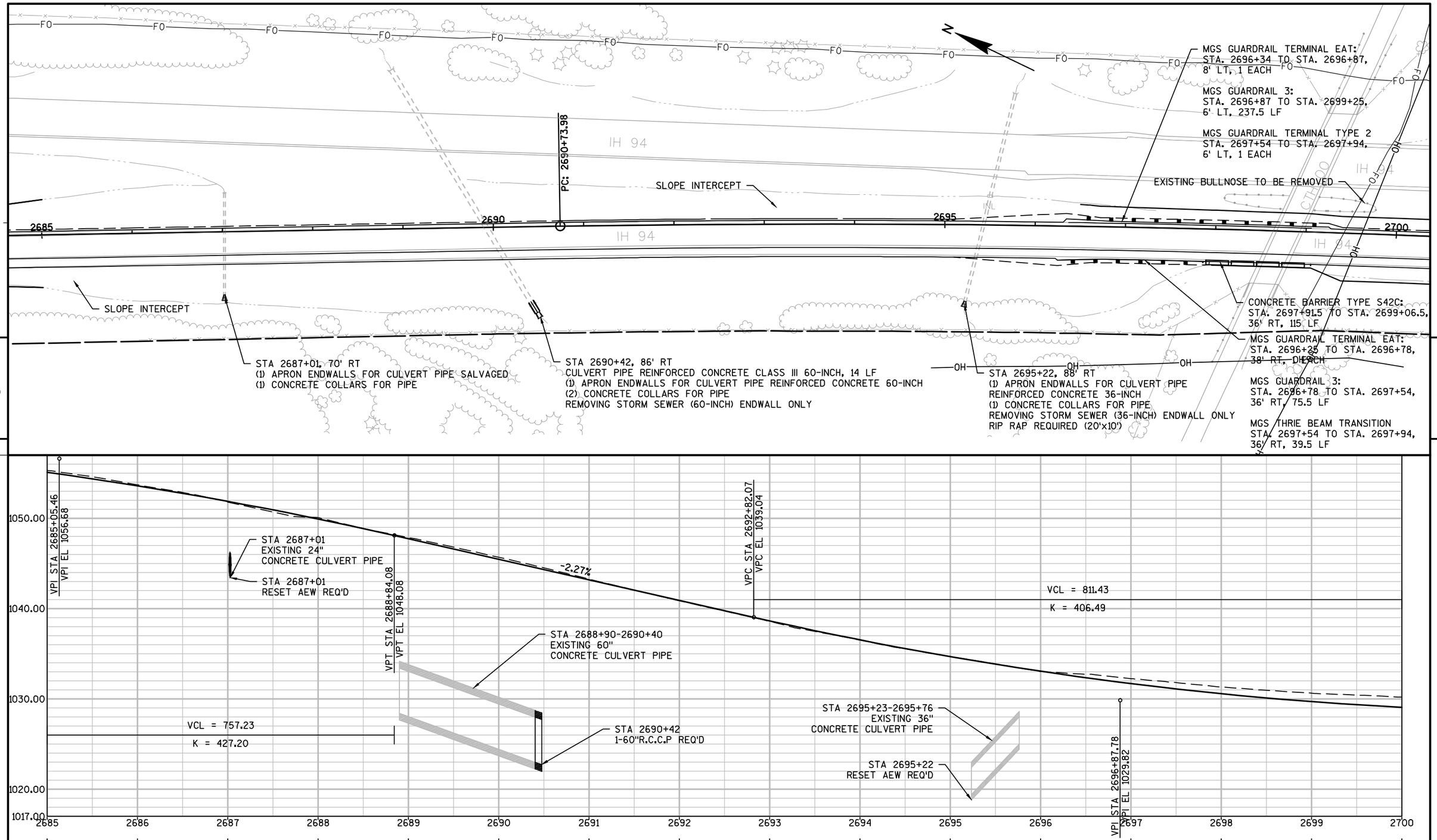


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 199 E

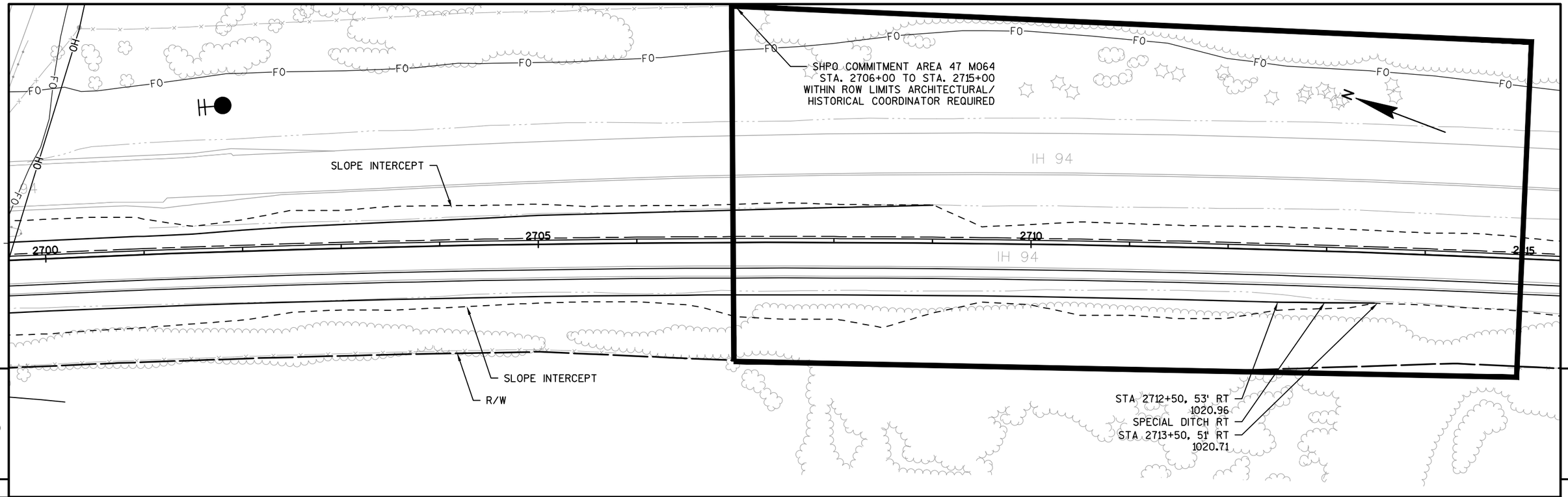


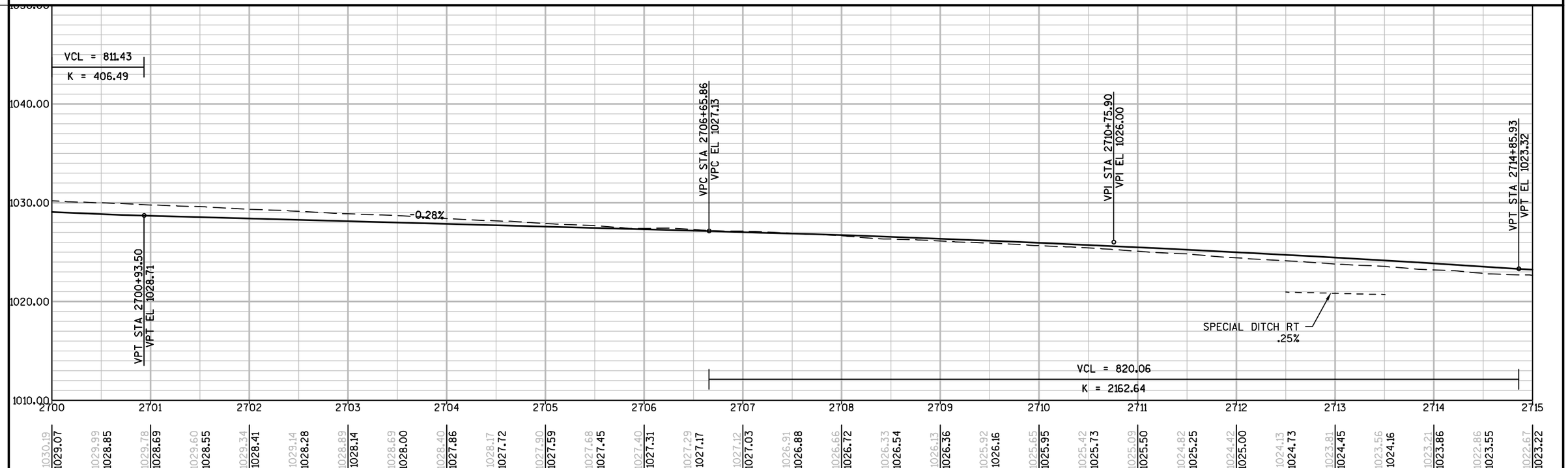


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 200	E

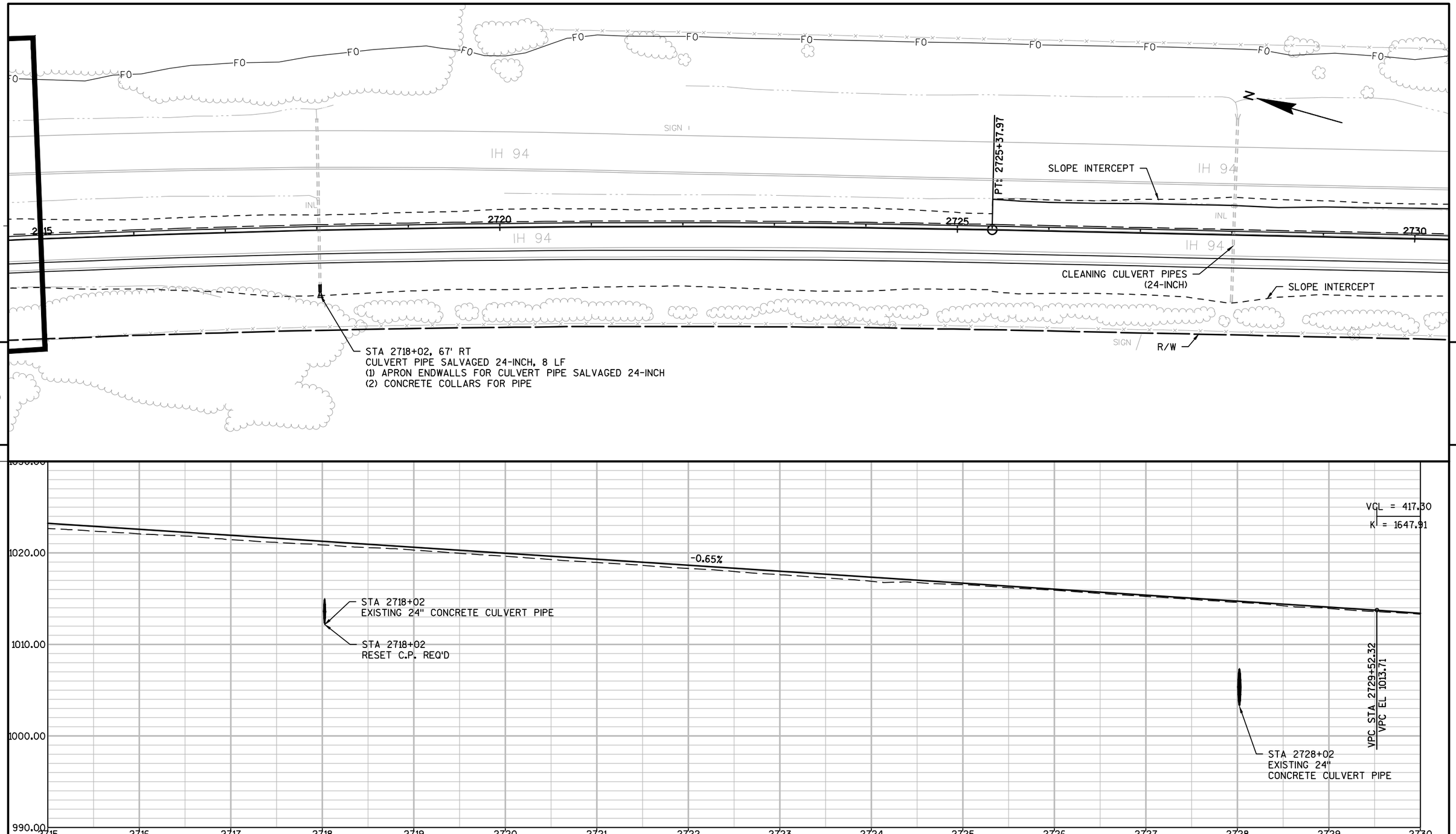


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 201	E

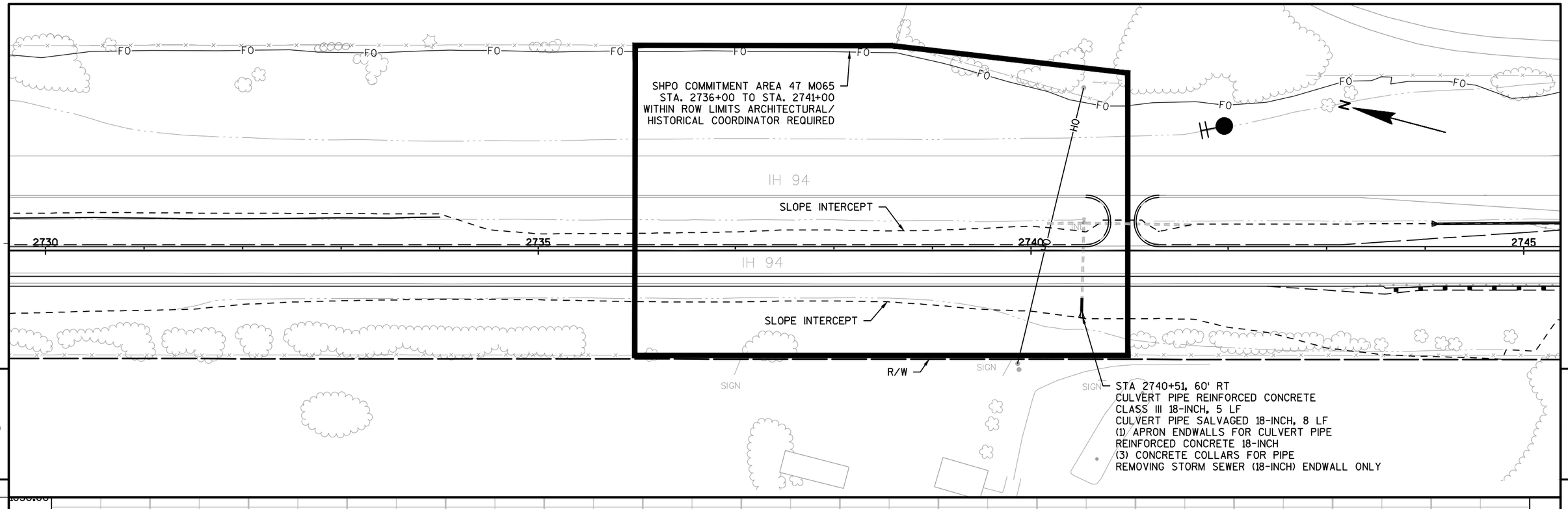


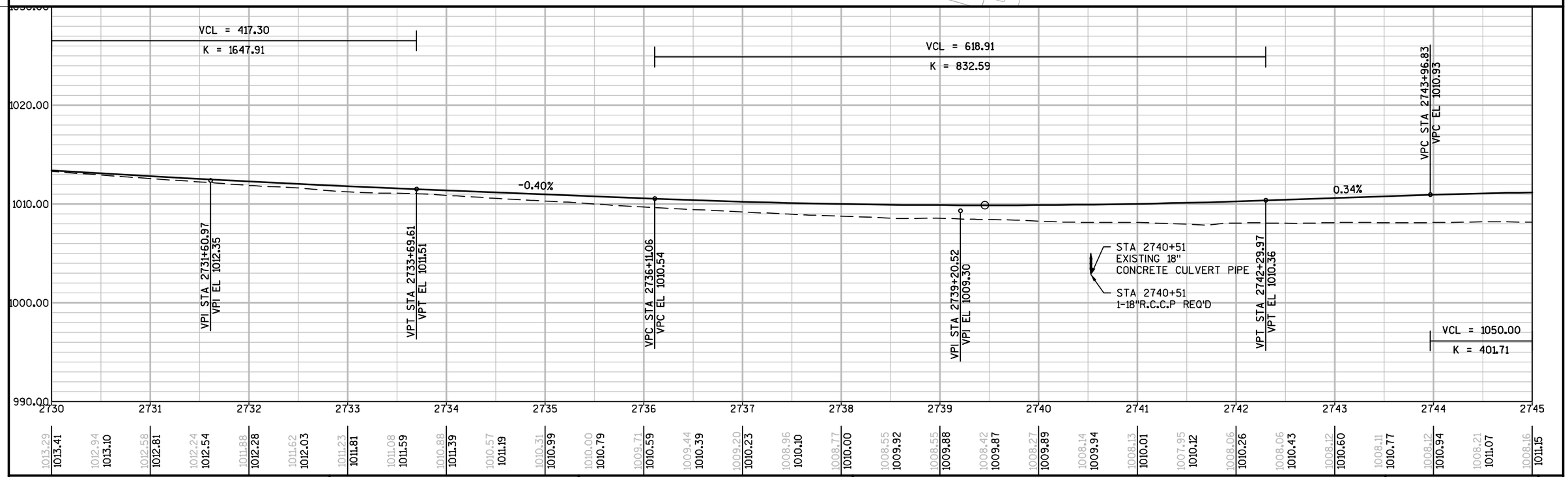


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 202 E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 203 E





PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 204	E

STA. 2744+13 27' LT
(1) APRON ENDWALL FOR CULVERT PIPE SLOPED SIDE DRAINS
STEEL 18-INCH 10:1

STA. 2744+13-2748+00
CULVERT PIPE CORRUGATED POLYETHYLENE 18-INCH, 386 LF
INLET ELEV: 1007.63
OUTLET ELEV: 1006.90
SLOPE: 0.20 %

STA. 2748+00, 30' LT
TOP OF CASTING 1009.65
INLET DEPTH 2.25'
(1) INLETS MEDIAN 1 GRATE
(1) INLET COVERS TYPE MS

REMOVE STRUCTURE
B-41-0070
CONSTRUCT STRUCTURE
B-41-0284

STA. 2750+39, 21' LT
TOP OF CASTING 1007.27
INLET DEPTH 3.25'
(1) INLETS 2X2-FT
(1) INLET COVERS TYPE V

STA. 2750+39, 21' LT - 2750+54, 37' LT
PIPE UNDERDRAIN UNPERFORATED 12-INCH, 22 LF
INLET ELEV: 1004.27
OUTLET ELEV: 1003.77
SLOPE: 4.5 %

END RT SHOULDER SLOPE
TRANSITION (2%-4%)
STA. 2750+77

END LT SHOULDER SLOPE
TRANSITION (2%-4%)
STA. 2751+06

SLOPE INTERCEPT

2745
BEGIN LT SHOULDER SLOPE
TRANSITION (4%-2%)
STA. 2746+80

2750
2755
2760

BM*1005

BEGIN RT SHOULDER SLOPE
TRANSITION (4%-2%)
STA. 2746+50

STA. 2749+63
REMOVING SMALL
PIPE CULVERTS

STA. 2749+74, 90'-106 RT
PIPE UNDERDRAIN UNPERFORATED 12-INCH, 16 LF
INLET ELEV: 986.23
OUTLET ELEV: 984.90
SLOPE: 8.3 %

STA. 2749+74 27' LT
(1) APRON ENDWALL FOR CULVERT PIPE STEEL 12-INCH

STA. 2749+74, 35' RT
TOP OF CASTING 1008.42
INLET DEPTH 3'
(1) INLETS 2X2-FT
(1) INLET COVERS TYPE V

STA. 2749+74, 35'-42' RT
PIPE UNDERDRAIN UNPERFPRATED 12-INCH, 8 LF
INLET ELEV: 1005.68
OUTLET ELEV: 1005.18
SLOPE: 6.6 %

STA. 2749+74, 42'-90' RT
PIPE UNDERDRAIN UNPERFPRATED 12-INCH, 48 LF
INLET ELEV: 1005.18
OUTLET ELEV: 986.23
SLOPE: 39.5 %

MGS THRIE BEAM TRANSITION
ANCHOR ASSEMBLIES FOR STEEL
PLATE BEAM GUARD REQ'D:
STA. 2749+66 TO 2750+05,
36' RT, 39 LF

MGS GUARDRAIL 3:
STA. 2750+05 TO STA. 2751+81,
36' RT, 175 LF

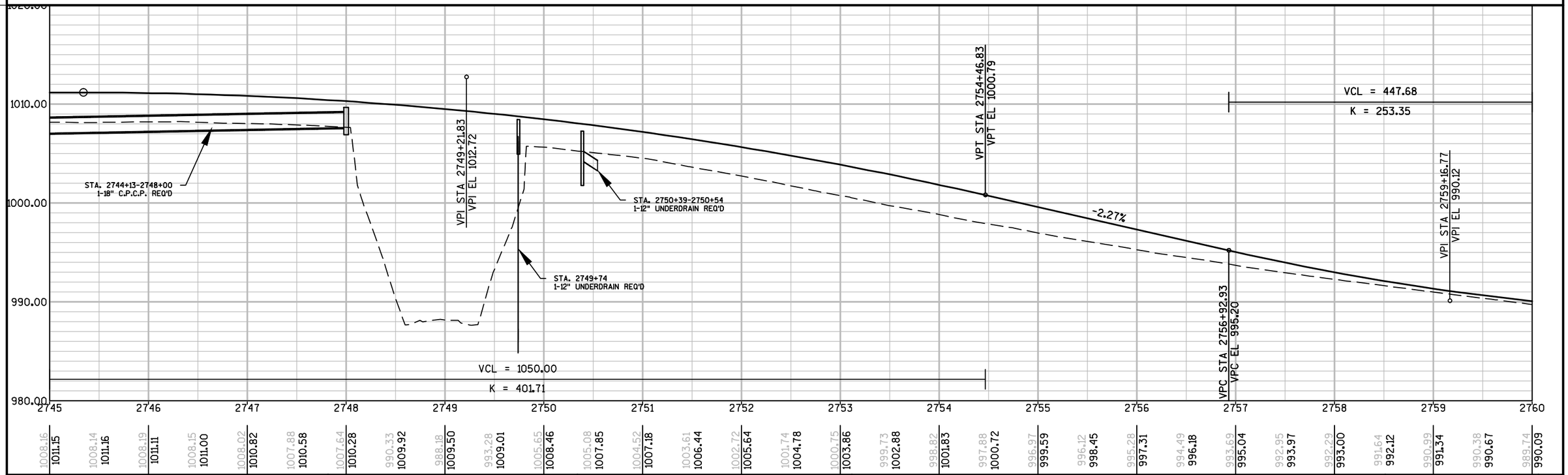
MGS GUARDRAIL TERMINAL TYPE 2:
STA. 2751+81,
36' RT, 1 EACH

SLOPE INTERCEPT

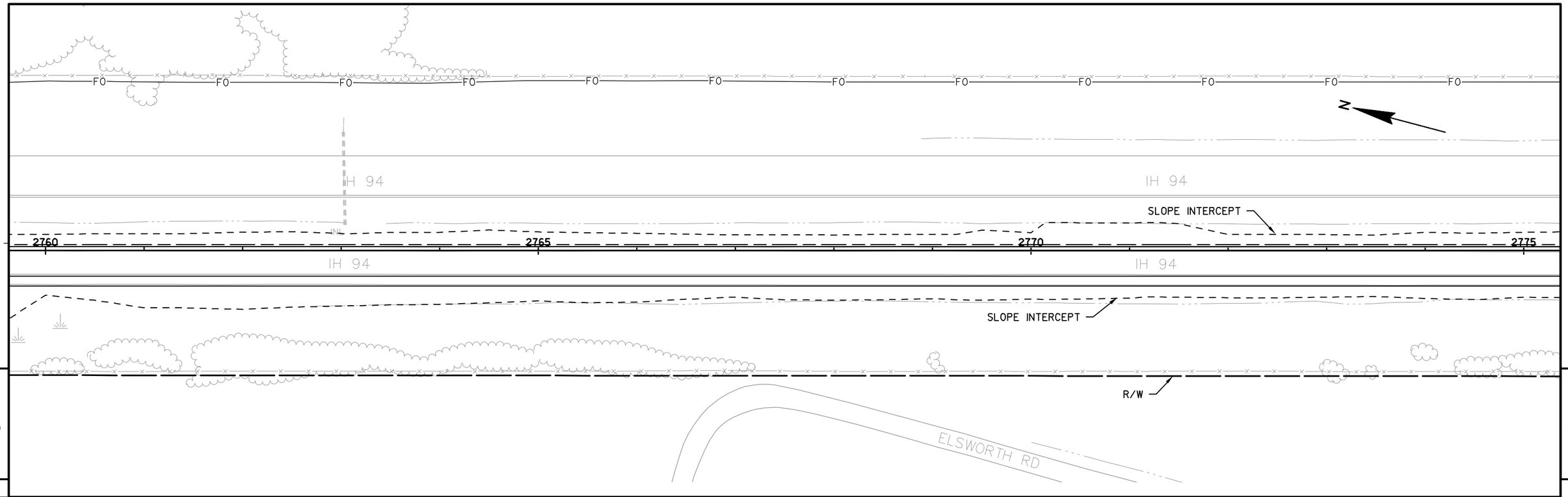
R/W

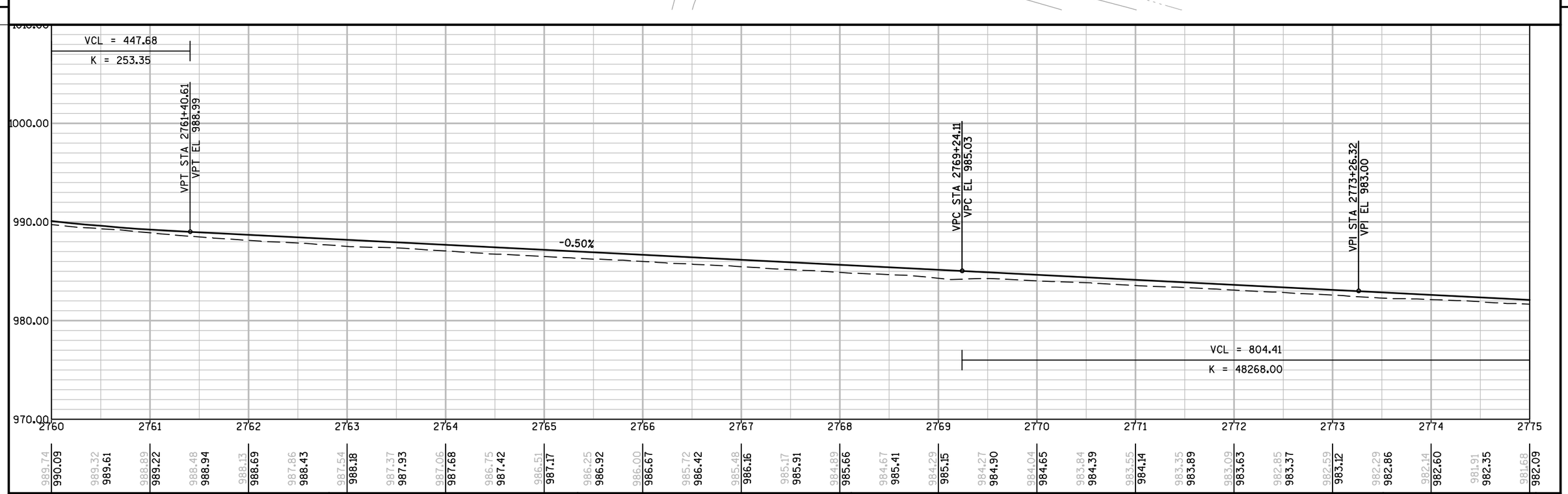
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1005	2747+75	CHIZSQUAREONNWCORNEROFB-41-70	1009.93

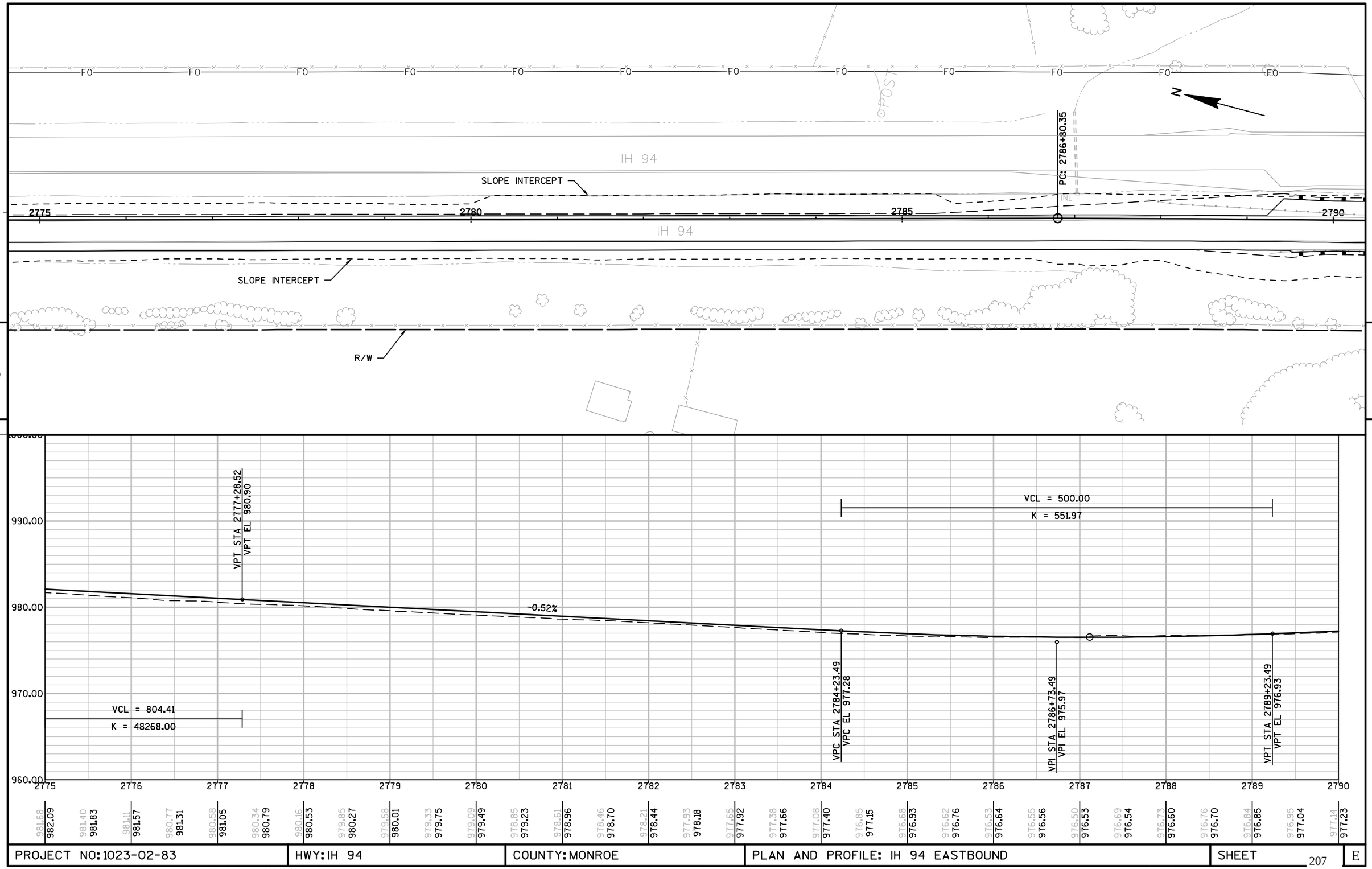


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 205 E





PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 206 E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 207	E

STA. 2790+64, 21' LT
TOP OF CASTING 977.03
INLET DEPTH 5.6'
(1) INLETS 2X2-FT
(1) INLET COVERS TYPE V

STA. 2790+64, 21' LT - 2790+61, 37' LT
PIPE UNDERDRAIN UNPERFORATED 12-INCH, 20 LF
INLET ELEV: 973.93
OUTLET ELEV: 973.60
SLOPE: 1.72 %

BEGIN LT SHOULDER SLOPE TRANSITION (4%-2%)
STA. 2789+76

REMOVE STRUCTURE B-41-0072
CONSTRUCTED STRUCTURE B-41-0286

END LT SHOULDER SLOPE TRANSITION (2%-4%)
STA. 2792+92

SLOPE INTERCEPT

IH 94

FO

SIGN

MILL CR

2790 2795 2800 2805

BM*1003

STA. 2790+73, 35' RT
TOP OF CASTING 977.27
INLET DEPTH 3.5'
(1) INLETS 2X2-FT
(1) INLET COVERS TYPE V

END RT SHOULDER SLOPE TRANSITION (2%-4%)
STA. 2791+99

SLOPE INTERCEPT

R/W

BEGIN RT SHOULDER SLOPE TRANSITION (4%-2%)
STA. 2789+80

STA. 2790+73, 35'-58' RT
PIPE UNDERDRAIN UNPERFPRATED 12-INCH, 20 LF
INLET ELEV: 974.52
OUTLET ELEV: 973.54
SLOPE: 4.9 %

STA. 2790+73 58' LT
(1) APRON ENDWALL FOR CULVERT PIPE STEEL 12-INCH

N

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1003	2790+94	CHIZSQUAREONNWCORNEROFB-41-72	979.14

VCL = 767.80
K = 405.84

0.38%

VPC STA 2802+53.03
VPC EL 982.04

990.00
980.00
970.00
960.00

2790 2791 2792 2793 2794 2795 2796 2797 2798 2799 2800 2801 2802 2803 2804 2805

977.14 977.23 977.34 977.42 969.12 977.61 967.28 977.80 977.94 978.00 978.04 978.19 978.23 978.38 978.43 978.57 978.55 978.76 978.71 978.96 978.81 979.15 979.03 979.34 979.42 979.53 979.61 979.73 979.85 979.92 980.04 980.11 980.28 980.30 980.45 980.49 980.66 980.69 980.81 980.88 980.96 981.07 981.20 981.26 981.37 981.45 981.52 981.65 981.78 981.84 981.94 982.03 982.23 982.25 982.53 982.53 982.89 982.87 983.26 983.28 983.88 983.74

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 208 E

MGS GUARDRAIL TERMINAL EAT:
STA. 2818+69 TO STA. 2819+22
24' LT, 1 EACH

MGS GUARDRAIL 3:
STA. 2819+22 TO STA. 2819+60,
22' LT, 37.5 LF

MGS THRIE BEAM TRANSITION
ANCHOR ASSEMBLIES FOR STEEL
PLATE BEAM GUARD REQ'D:
STA. 2819+60 TO 2819+99,
22' LT, 39 LF

STA. 2819+91, 21' LT
TOP OF CASTING 1011.29
INLET DEPTH 6.25'
(1) INLETS 2X3-FT
(1) INLET COVERS TYPE HM

STA. 2819+83, 35' RT - 2819+91, 21' LT
CULVERT PIPE REINFORCED
CONCRETE CLASS IV
24-INCH, 56 LF
INLET ELEV: 1007.54
OUTLET ELEV: 1006.4
SLOPE: 2.0 %

PT: 2811+34.79

IH 94

SLOPE INTERCEPT

BEGIN LT SHOULDER SLOPE
TRANSITION (4%-2%)
STA. 2819+95

BEGIN RT SHOULDER SLOPE
TRANSITION (4%-2%)
STA. 2818+92

2805 2810 2815 2820

IH 94

SLOPE INTERCEPT

MGS GUARDRAIL TERMINAL EAT:
STA. 2818+61 TO STA. 2819+14,
38' RT, 1 EACH

MGS GUARDRAIL 3:
STA. 2819+14 TO STA. 2819+52,
36' RT, 37.5 LF

MGS THRIE BEAM TRANSITION
ANCHOR ASSEMBLIES FOR STEEL
PLATE BEAM GUARD REQ'D:
STA. 2819+52 TO STA. 2819+91,
36' RT, 39 LF

STA. 2819+83, 35' RT
TOP OF CASTING 1011.42
INLET DEPTH 5.5'
(1) INLETS 2X3-FT
(1) INLET COVERS TYPE MH

STA. 2819+83, 35'-57' RT
PIPE UNDERDRAIN UNPERFORATED
12-INCH, 22 LF
INLET ELEV: 1006.4
OUTLET ELEV: 1005.38
SLOPE: 4.6 %

STA. 2819+97
REMOVING SMALL CULVERT PIPES

R/W

SIGN

SIGN

STA 2813+24, 84' RT
CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH, 16 LF
CULVERT PIPE SALVAGED 48-INCH, 8 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH
(4) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (48-INCH) ENDWALL ONLY

STA 2819+83-2819+91
1-24" R.C.C.P REQ'D

VCL = 767.80
K = 405.84

2.28%

VPI STA 2806+36.92
VPI EL 983.52

VPT STA 2810+20.82
VPT EL 992.25

VPC STA 2815+17.41
VPC EL 1003.56

VPI STA 2819+67.41
VPI EL 1013.80

STA. 2819+83
1-12" UNDERDRAIN REQ'D

VCL = 900.00
K = 431.93

STA 2813+24
EXISTING 48" CONCRETE CULVERT PIPE

STA 2813+24
1-48"R.C.C.P REQ'D

1010.00
1000.00
990.00
980.00
975.00

2805 2806 2807 2808 2809 2810 2811 2812 2813 2814 2815 2816 2817 2818 2819 2820

| | | |

REMOVE STRUCTURE B-41-0074
CONSTRUCTED STRUCTURE B-41-0288

END LT SHOULDER SLOPE
TRANSITION (2%-4%)
STA. 2822+40

SLOPE INTERCEPT

BM*1001

STA. 2819+83, 57'-105' RT
PIPE UNDERDRAIN UNPERFORATED
12-INCH, 42 LF
INLET ELEV: 1005.38
OUTLET ELEV: 991.92
SLOPE: 32.0 %

STA. 2819+82, 90'-105' RT
PIPE UNDERDRAIN UNPERFORATED
12-INCH, 6 LF
INLET ELEV: 991.92
OUTLET ELEV: 991.42
SLOPE: 8.3 %

STA. 2819+82 105' LT
(1) APRON ENDWALL FOR
CULVERT PIPE STEEL 12-INCH

END RT SHOULDER SLOPE
TRANSITION (2%-4%)
STA. 2822+37

SLOPE INTERCEPT

R/W

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1001	2820+17	CHIZSQUAREONNWCORNEROFB-41-74	1011.90

0.19%

VPT STA 2824+17.41
VPT EL 1014.67

VPC STA 2832+19.41
VPC EL 1016.21

VCL = 900.00
K = 431.93

VCL = 600.00
K = 1849.56

2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835
1009.74	1011.85	993.87	1012.40	999.03	1012.89	1010.89	1013.32	1011.00	1013.70	1011.25	1014.02	1011.42	1014.28	1011.67	1014.48	1011.89	1014.63	1012.05	1014.73	1012.23	1014.83	1012.47	1014.92	1012.68	1015.02	1012.98	1015.11	1013.12	1015.21	1013.24	1015.31	1013.47	1015.40	1013.64	1015.50	1013.83	1015.60	1014.07	1015.69	1014.23	1015.79	1014.41	1015.88	1014.62	1015.98	1014.86	1016.08	1015.10	1016.17	1015.42	1016.27	1015.63	1016.38	1015.87	1016.51	1016.08	1016.65	1016.43	1016.80	1016.71	1016.96

1010.00	1000.00	990.00	980.00

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 210 E

FO

IH 94

PC: 2843+76.66

INL

N

SLOPE INTERCEPT

2835 2840 2845 2850

IH 94

SLOPE INTERCEPT

STA 2842+51, 61' RT
CULVERT PIPE SALVAGED 24-INCH, 16 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH
(3) CONCRETE COLLARS FOR PIPE

STA 2847+87, 104' RT
CULVERT PIPE REINFORCED CONCRETE CLASS III 60-INCH, 14 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE, 60-INCH
(3) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (60-INCH) ENDWALL ONLY

R/W

5

5

VCL = 600.00
K = 1849.56

0.52%

VPI STA 2835+19.41
VPI EL 1016.79

VPT STA 2838+19.41
VPT EL 1018.34

STA 2842+51
EXISTING 24" CONCRETE CULVERT PIPE

STA 2842+51
RESET C.P. REQ'D

STA 2847+87-2848+59
EXISTING 60" CONCRETE
CULVERT PIPE

VPC STA 2849+54.94
VPC EL 1024.21

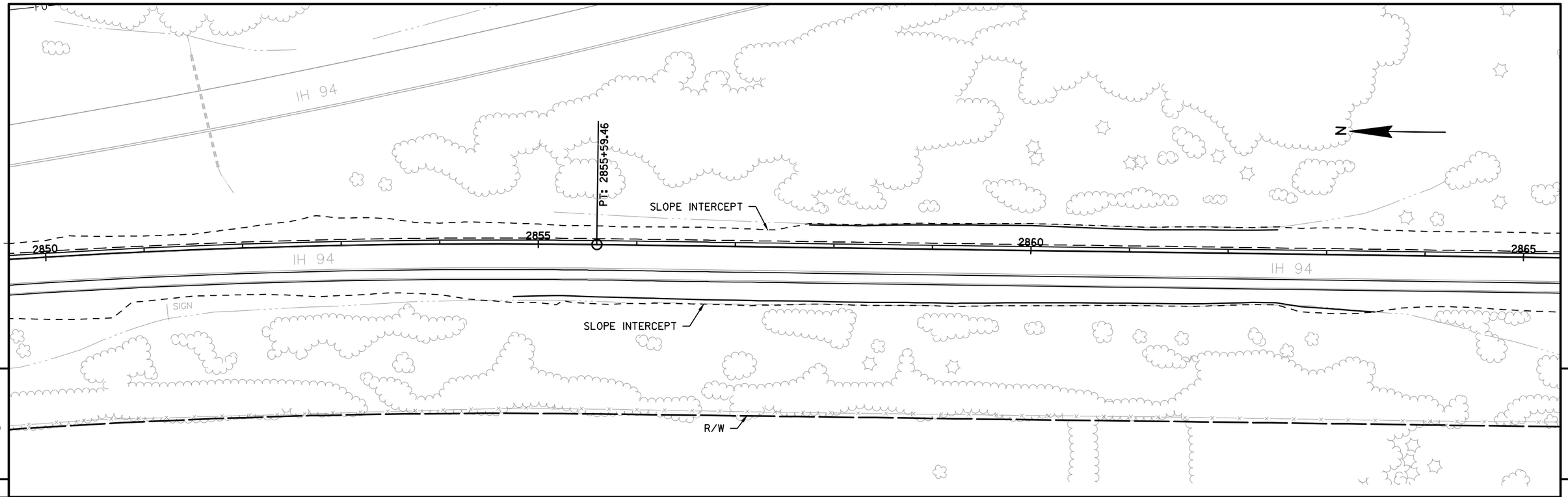
VCL = 2023.75
K = 975.70

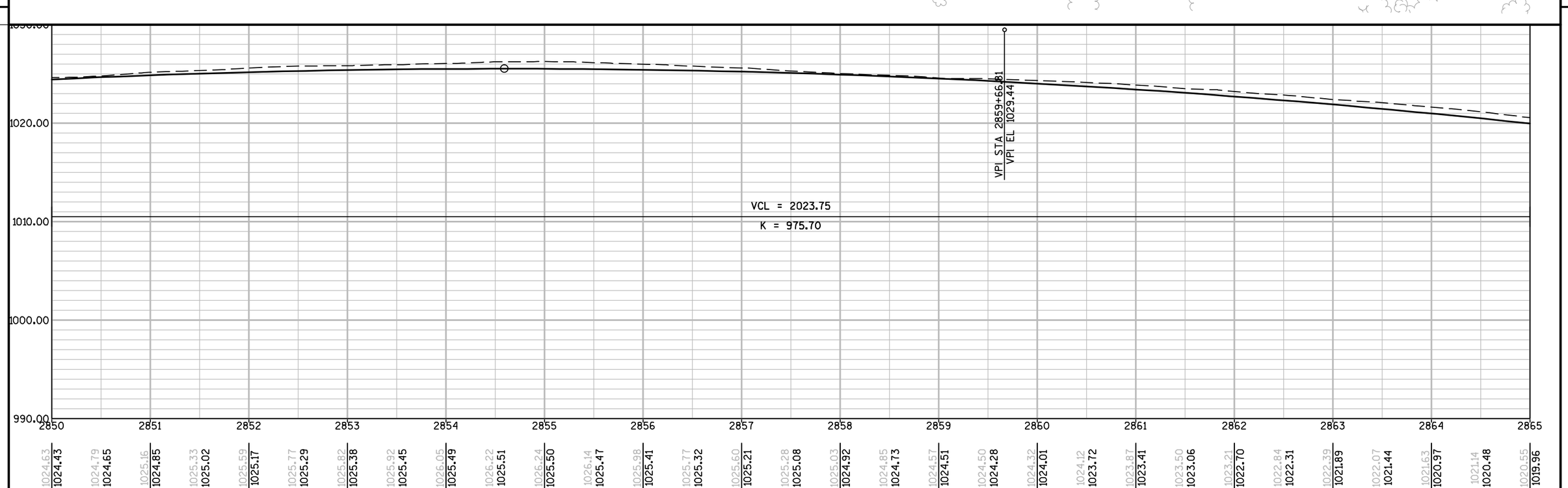
STA 2847+87
1-60"R.C.C.P REQ'D

1020.00
1010.00
1000.00
990.00

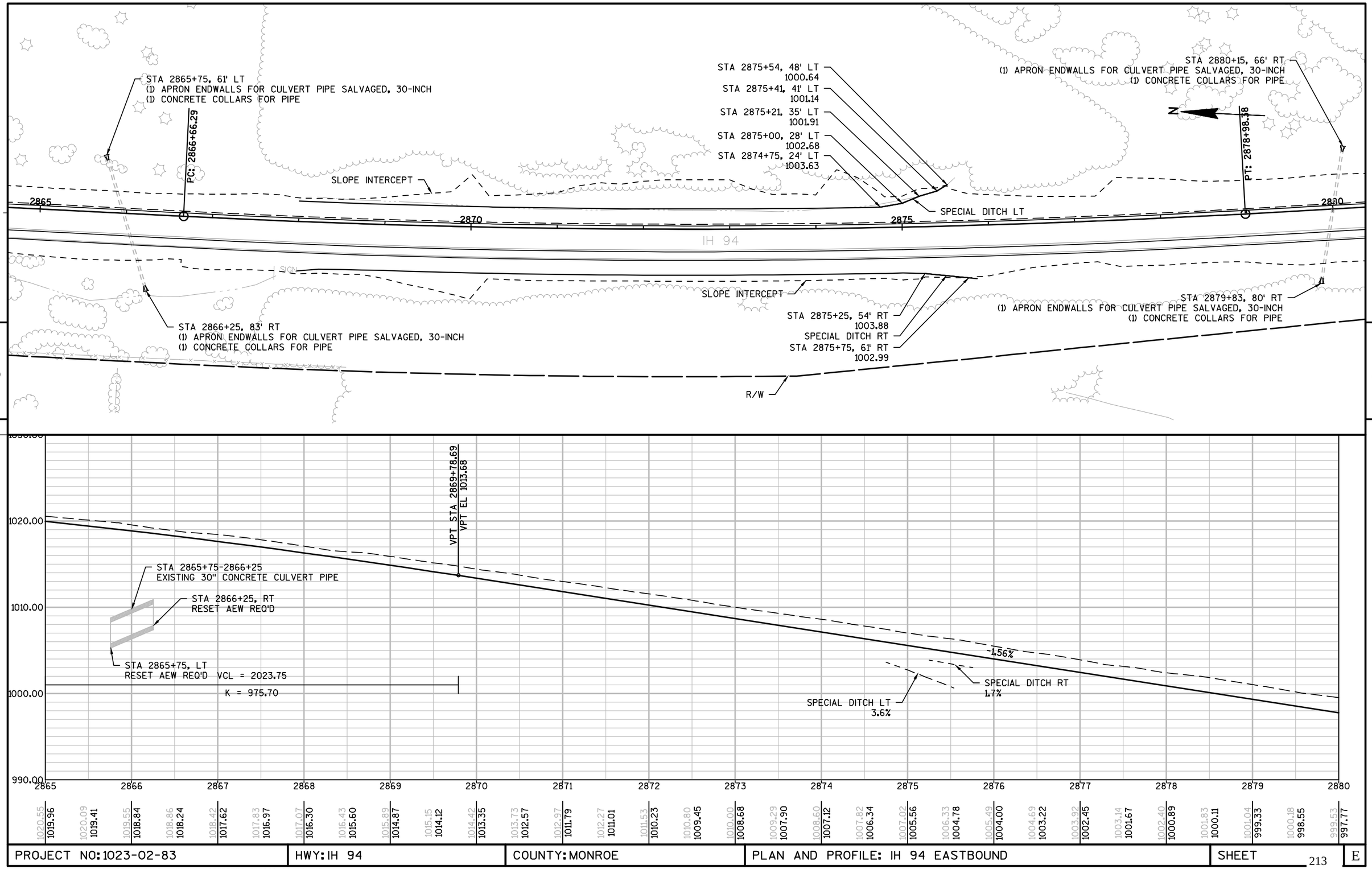
2835 2836 2837 2838 2839 2840 2841 2842 2843 2844 2845 2846 2847 2848 2849 2850

| | | |

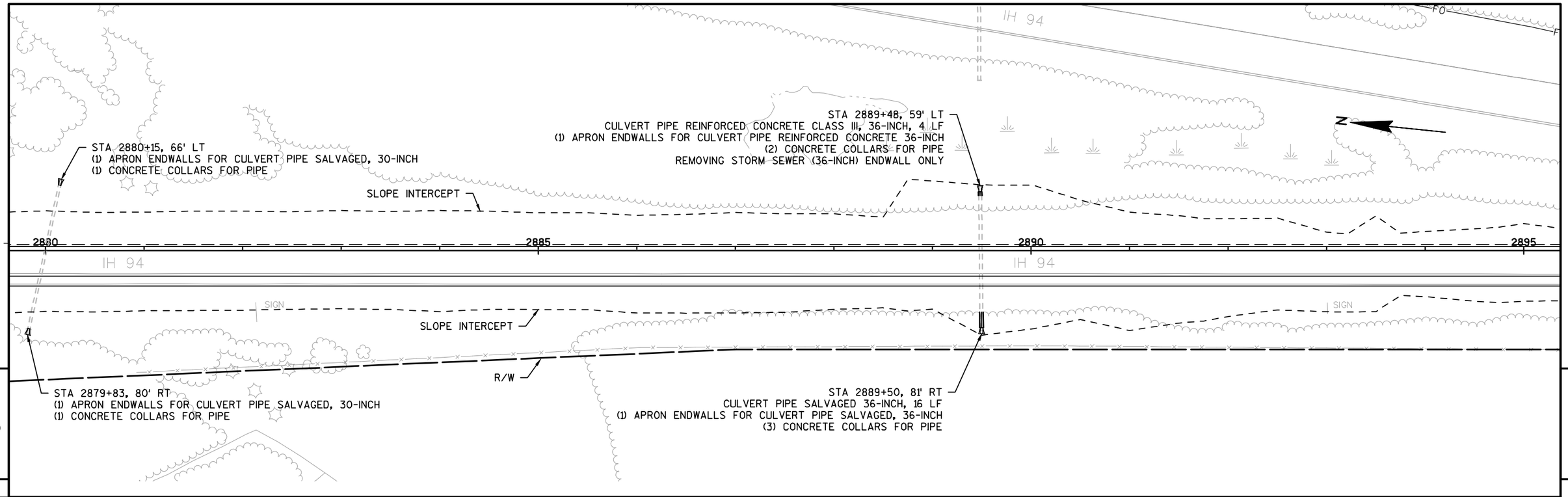


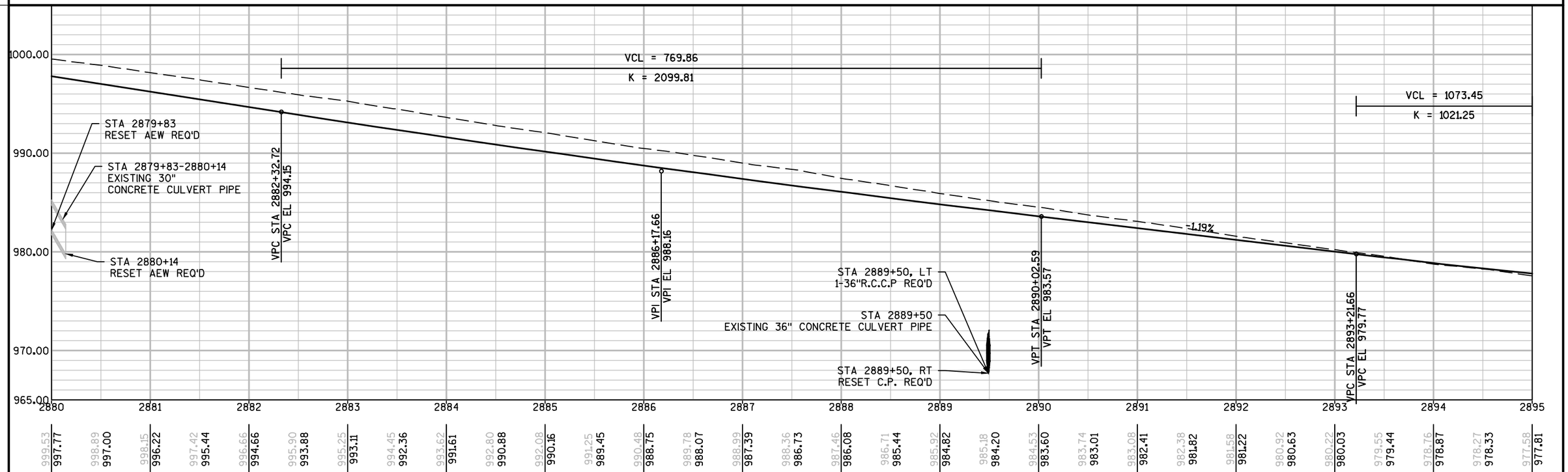


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 212 E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 213 E





PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 214 E

STA 2900+53, 34' LT
INSTALL MAINLINE TEE 54 INCH - 18 INCH
SEE CONSTRUCTION DETAIL

STA 2900+59, 33' LT TOP OF CASTING 970.53
INLET DEPTH 3.97'
(1) INLETS MEDIAN 1 GRATE
(1) INLET COVER TYPE MS
CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH, 4 LF

WEATHER STATION

SLOPE INTERCEPT

PC: 2901+82.31

SAW CUT REQ'D

STA 2903+20
(1) ABANDONING CULVERT PIPES

SLOPE INTERCEPT

R/W

STA 2905+38
(1) REMOVING INLETS
REMOVING STORM SEWER (18-INCH) 44 LF

STA 2900+51, 55' RT
CULVERT PIPE REINFORCED CONCRETE CLASS III 54-INCH, 11 LF
(1) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 54-INCH
(3) CONCRETE COLLARS FOR PIPE
REMOVING STORM SEWER (54-INCH) ENDWALL ONLY

STA 2900+59-2903+19
REMOVING STORM SEWER (18-INCH) 262 LF

STA 2903+20
(1) REMOVING INLETS
REMOVING STORM SEWER (18-INCH) 20 LF

STA 2909+31, 79' RT
CULVERT PIPE SALVAGED 30-INCH, 8 LF
(1) APRON ENDWALLS FOR CULVERT PIPE SALVAGED 30-INCH
(2) CONCRETE COLLARS FOR PIPE

VCL = 1073.45

K = 1021.25

-0.14%

VPI STA 2898+58.38
VPI EL 973.38

STA 2900+51
EXISTING 54" CONCRETE
CULVERT PIPE

STA 2900+59-2903+19
REMOVING STORM
SEWER (18-INCH)

STA 2900+51
1-54"R.C.C.P REQ'D

STA 2900+55-2900+59
1-18"R.C.C.P REQ'D

VPT STA 2903+95.11
VPT EL 972.63

STA 2903+20
ABANDONING CULVERT PIPES

STA 2905+37-2905+66
REMOVING STORM SEWER (18-INCH)

STA 2909+31
EXISTING 30" CONCRETE
CULVERT PIPE

STA 2909+31
RESET C.P. REQ'D

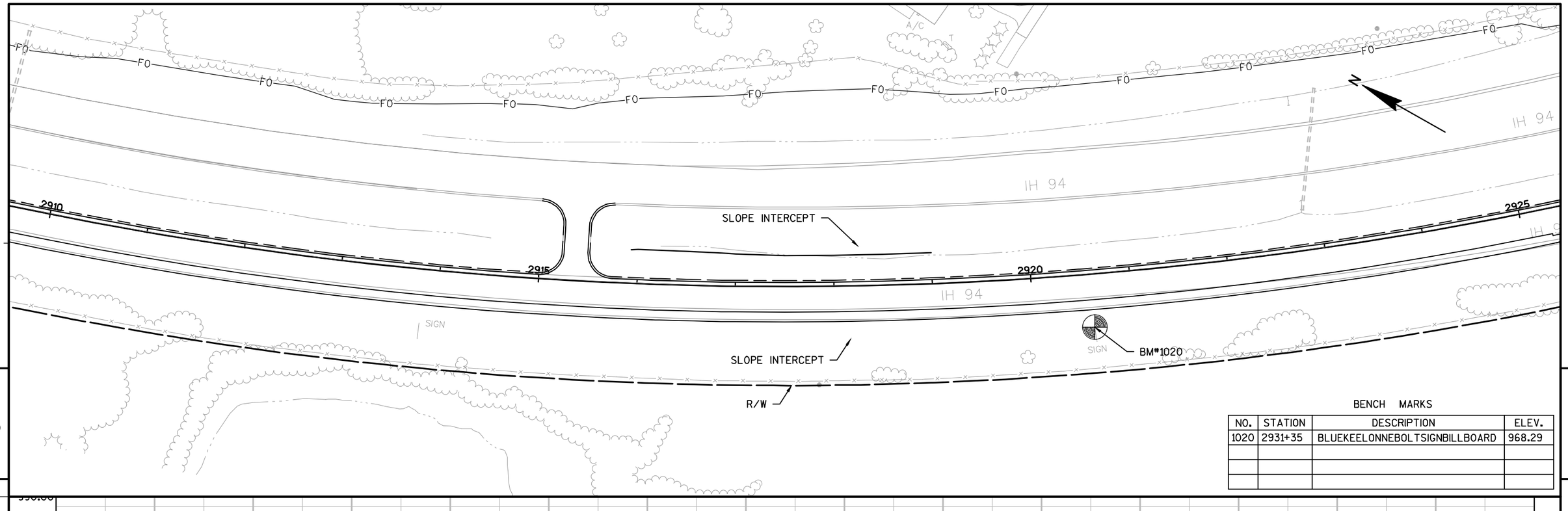
980.00
970.00
960.00
950.00

2895 2896 2897 2898 2899 2900 2901 2902 2903 2904 2905 2906 2907 2908 2909 2910

977.58 977.81 976.88 977.31 976.41 976.84 975.93 976.39 975.48 975.97 975.08 975.57 974.63 975.20 974.19 974.85 973.82 974.52 973.45 974.22 973.43 973.95 972.94 973.70 972.70 973.47 972.39 973.27 972.18 973.09 972.01 972.94 971.98 972.81 971.98 972.71 971.98 972.63 971.73 972.56 971.56 972.49 971.56 972.42 971.55 972.35 971.55 972.28 971.55 972.21 971.56 972.14 971.55 972.07 971.55 972.00 971.56 971.93 971.47 971.86 971.45 971.79

PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 215	E

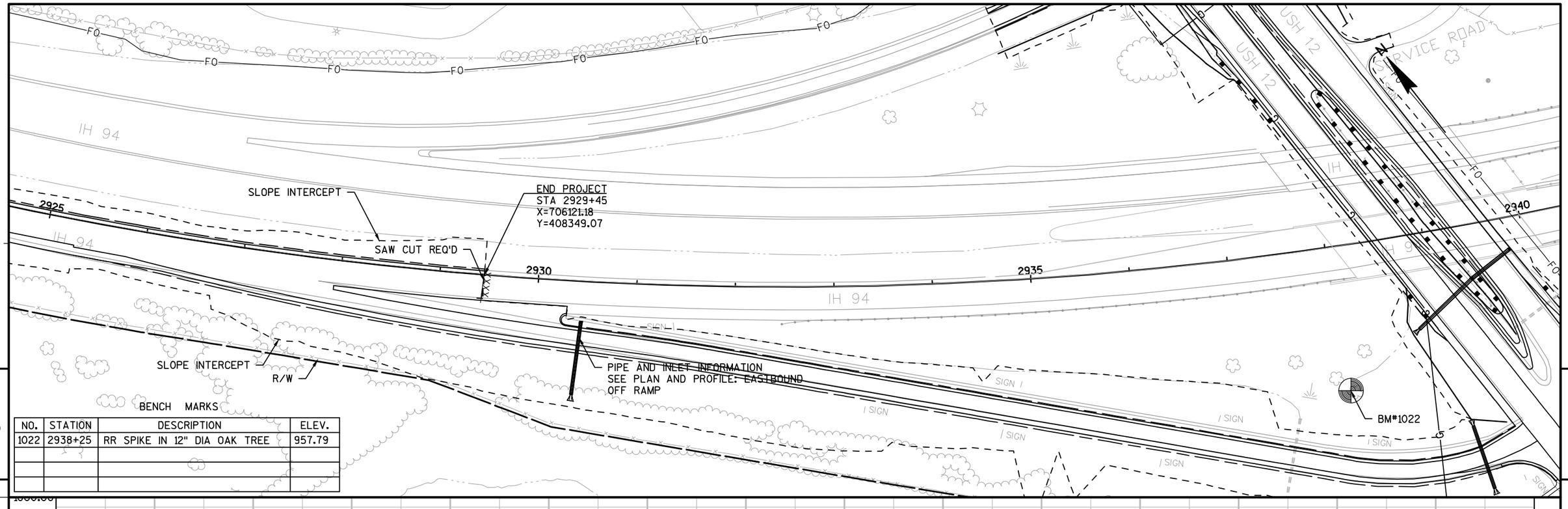
FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\050101.11_PP.DWG PLOT DATE : 7/3/2015 8:47 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT



BENCH MARKS

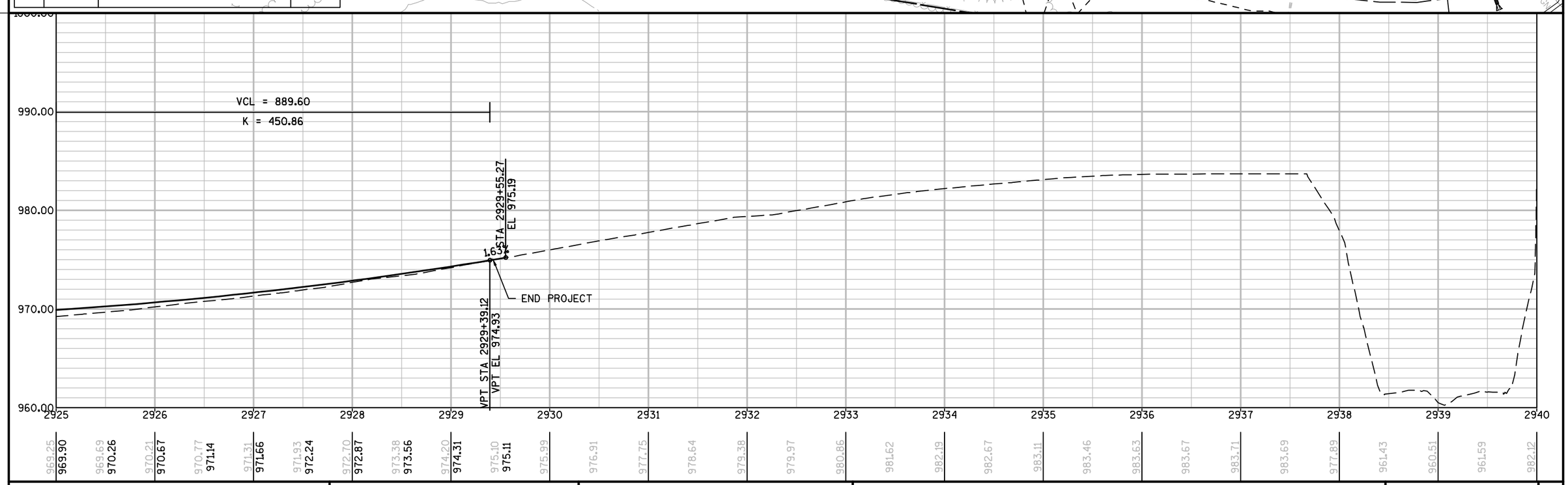
NO.	STATION	DESCRIPTION	ELEV.
1020	2931+35	BLUEKEELONNEBOLTSIGNBILLBOARD	968.29

PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 216	E

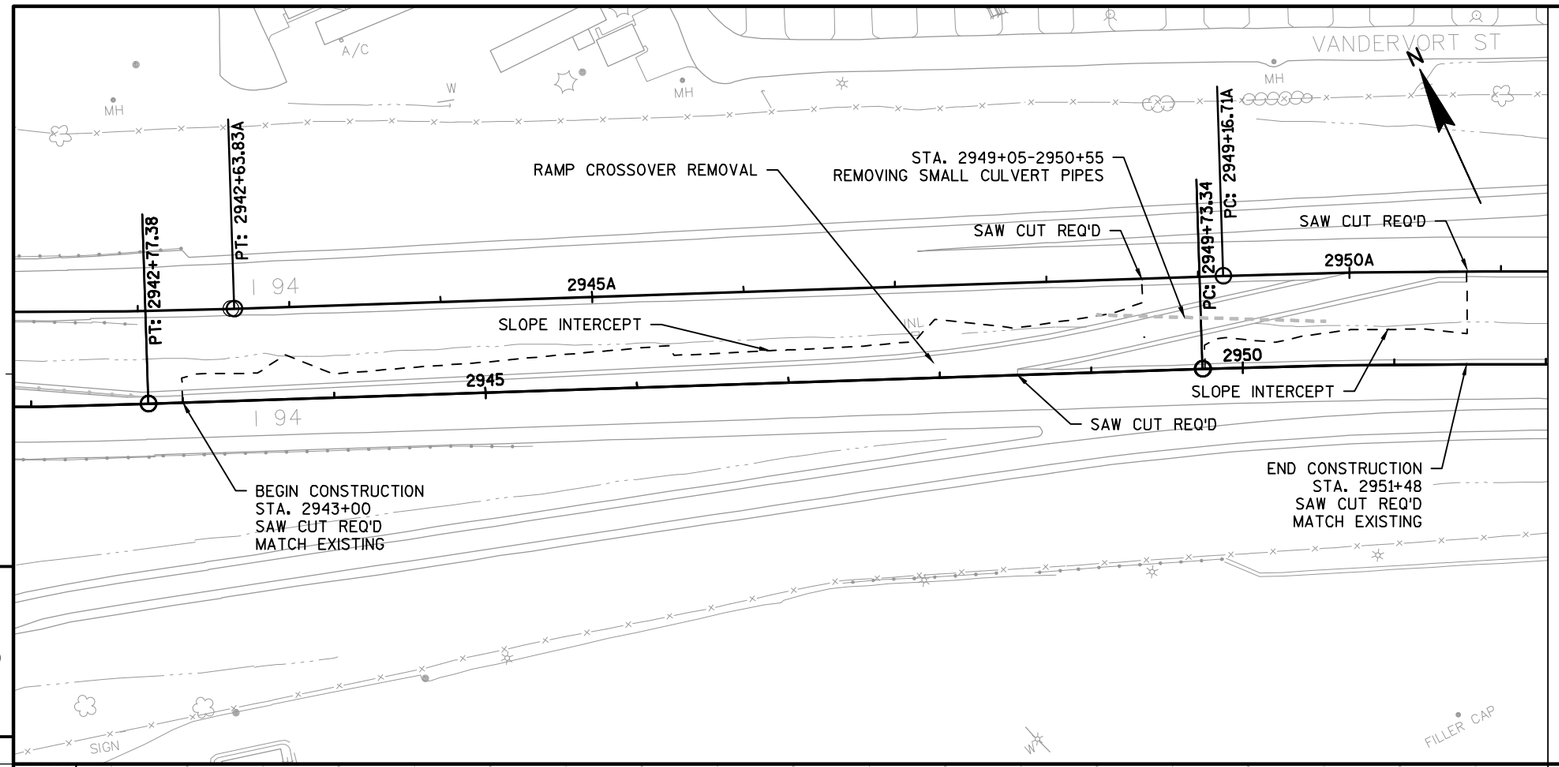


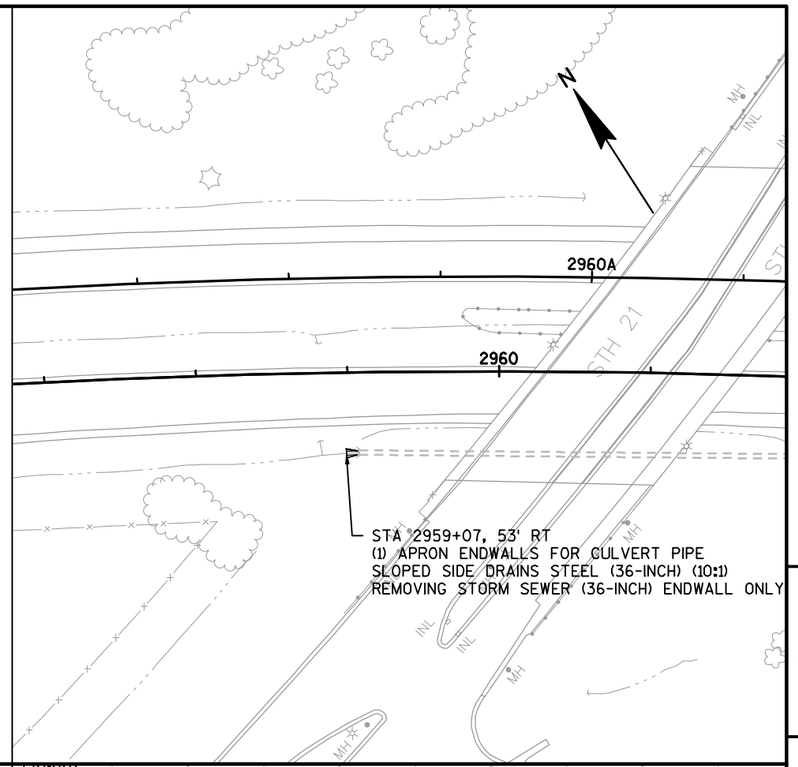
BENCH MARKS

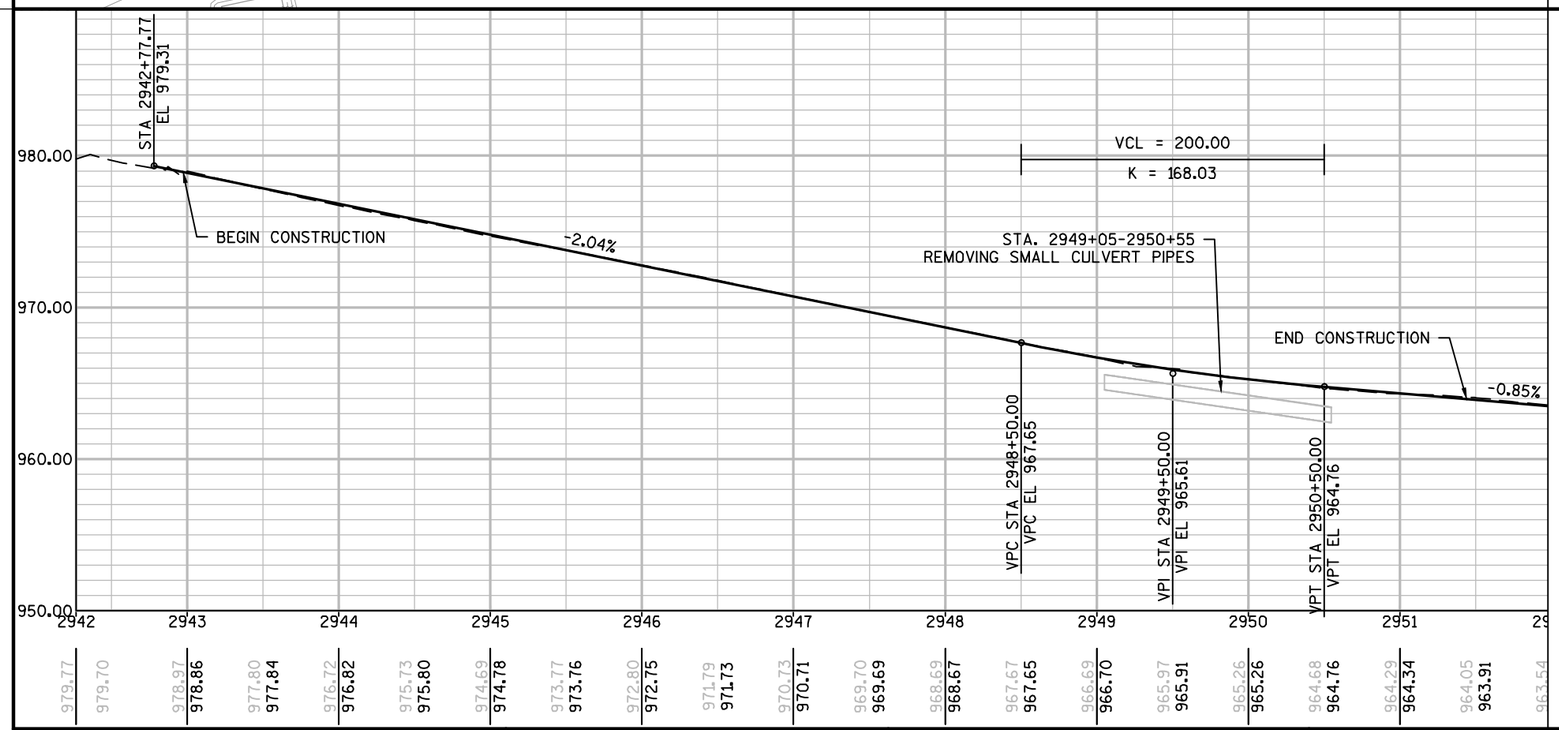
NO.	STATION	DESCRIPTION	ELEV.
1022	2938+25	RR SPIKE IN 12" DIA OAK TREE	957.79

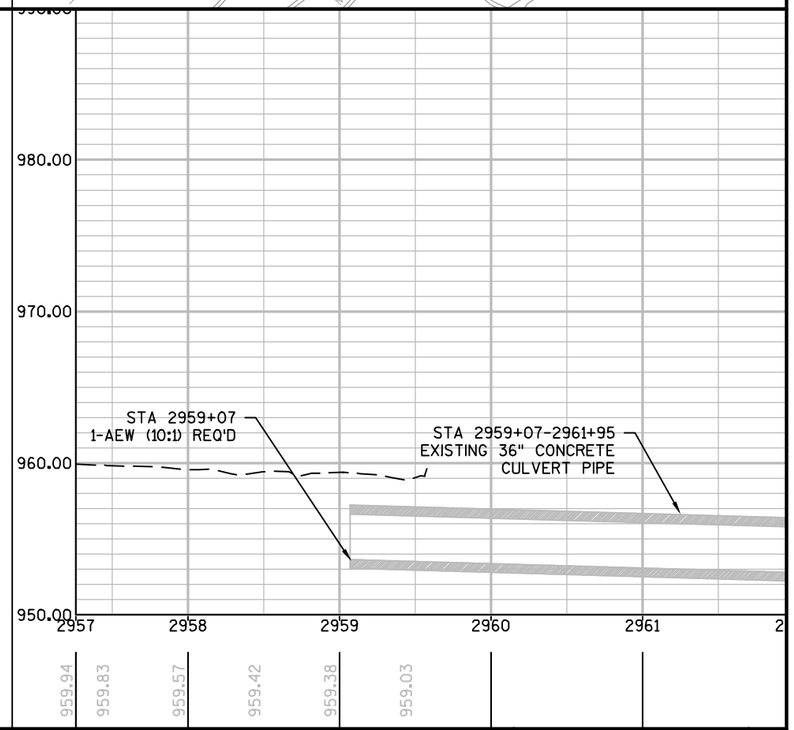


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 217	E

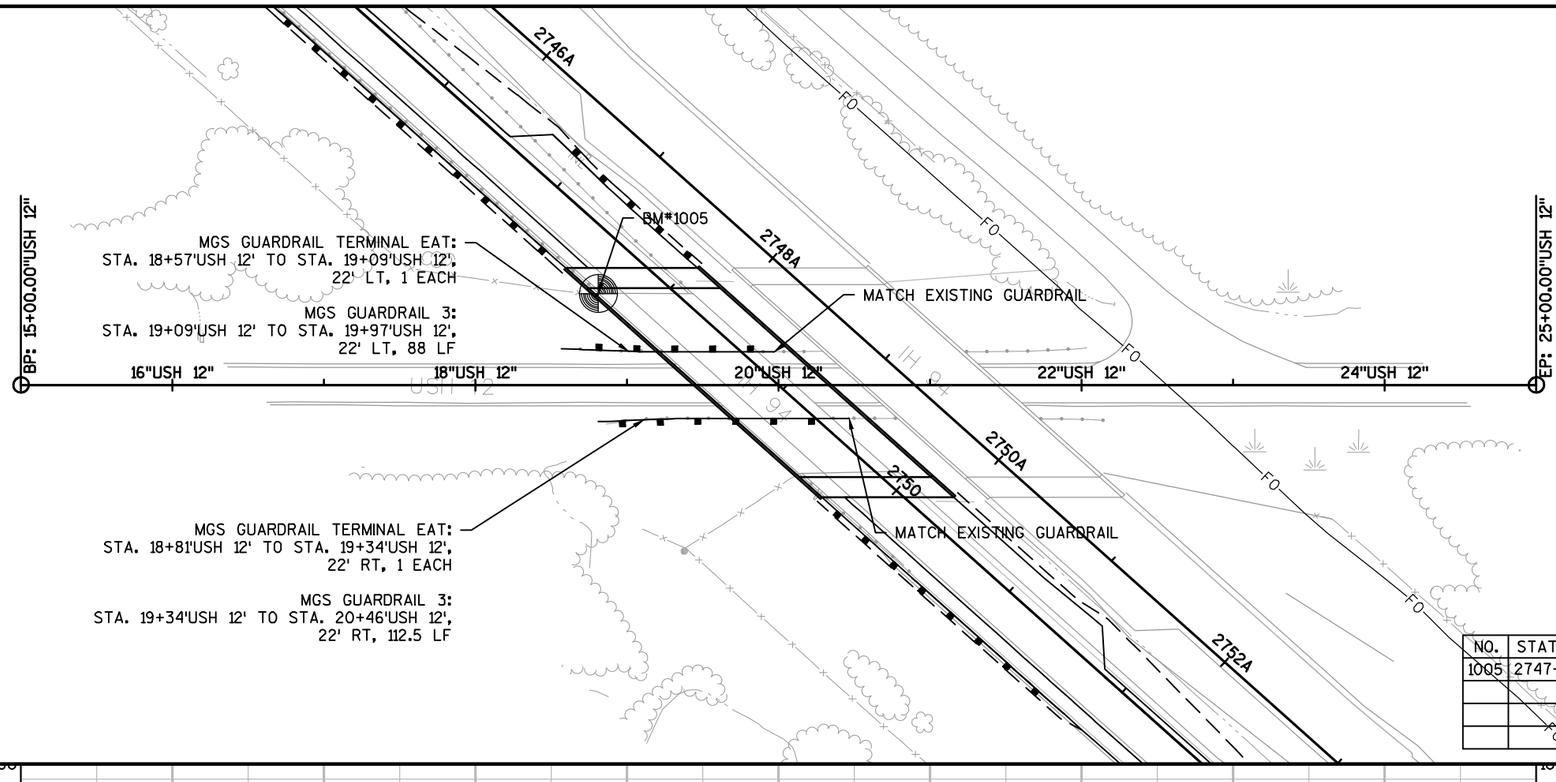






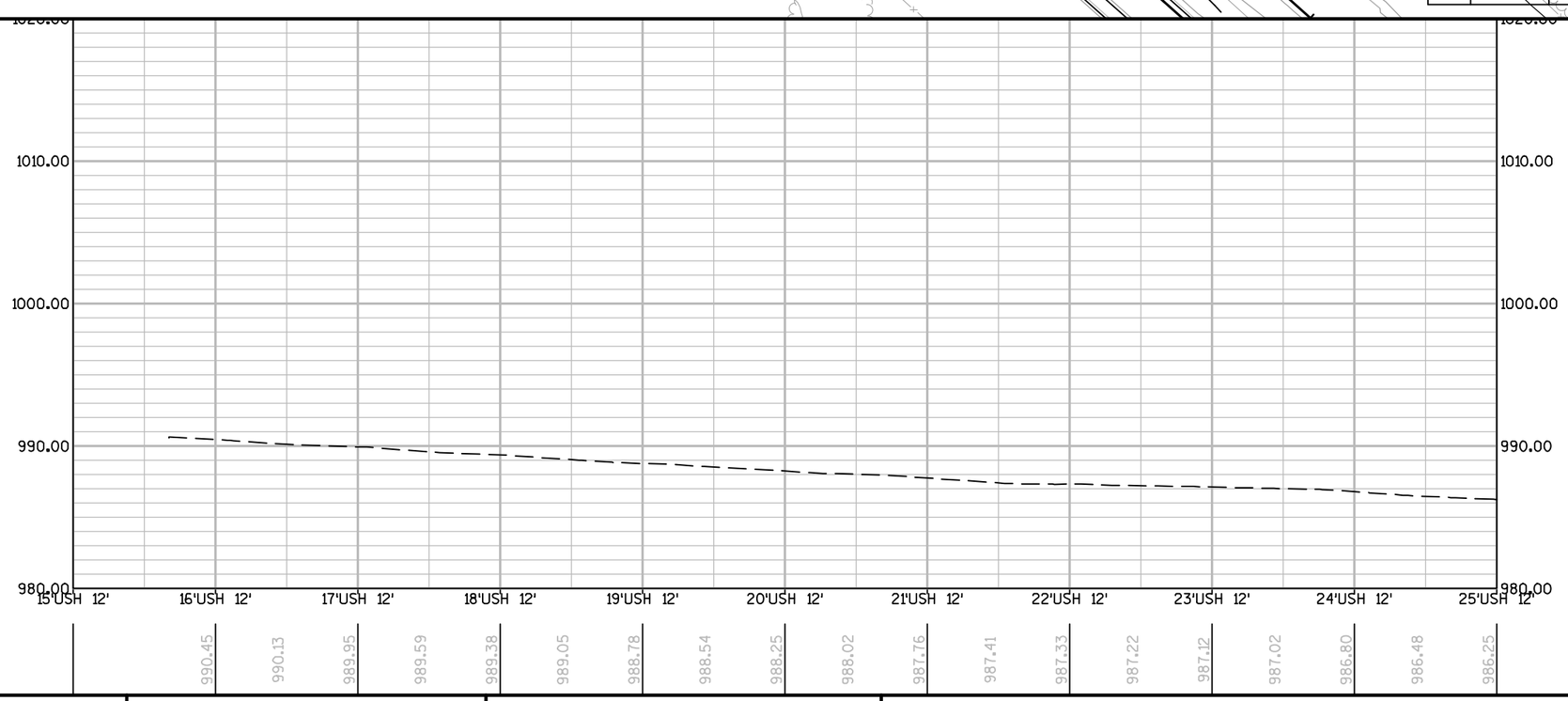


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: IH 94 EASTBOUND	SHEET 218 E



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1005	2747+75	CHIZSQUAREONNWCORNEROFB-41-70	1009.93



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: USH 12	SHEET 219	E

N

R/W

STA 505+25B TO STA 506+00B
REMOVING ASPHALTIC SURFACE
HMA PAVEMENT TYPE E-0.3
TO BE USED IN PAVEMENT TRANSITION
SEE CONSTRUCTION DETAIL

PC: 506+05.47B

SLOPE INTERCEPT

BP: 509+00.83C

502+00B | 503+00B | 504+00B | 505+00B | 506+00B | 507+00B | 508+00B | 509+00B

BEGIN CONSTRUCTION
STA. 503+50B
SAW CUT REQ'D
MATCH EXISTING

USH 12

STA. 505+25B
SAW CUT REQ'D
MATCH EXISTING

R/W

SLOPE INTERCEPT

5

5

970.00

960.00

954.00

STA 505+81.37
EL 961.56

BEGIN CONSTRUCTION

502B | 503B | 504B | 505B | 506B | 507B | 508B | 509B | 509B

961.62 961.62 | 961.41 961.41 | 961.22 961.22 | 961.10 961.10 | 961.03 961.03 | 960.96 960.96 | 961.03 961.03 | 961.24 961.24 | 961.56 961.56 | 961.59 961.59 | 961.72 961.72 | 961.82 961.82 | 961.92 961.92 | 962.01 962.01 | 962.00 962.00 | 962.00 962.00

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: USH 12 EB	SHEET 220	E

SEE CONSTRUCTION DETAIL-FOR PIPE INFORMATION

R/W

FOOTBRIDGE

SLOPE INTERCEPT

PC: 509+99.25C

PT: 510+95.47C

PT: 511+41.56B

PC: 515+20.03B

PC: 515+79.05C

510+00C
510+00B
511+00C
511+00B
512+00C
512+00B
513+00C
513+00B
514+00C
514+00B
515+00C
515+00B
516+00C
516+00B
517+00C
517+00B

N

STA. 510+56B, 52' RT
CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH, 4 LF
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH
(2) CONCRETE COLLARS FOR PIPE
REMOVING STORMSEWER (36-INCH) ENDWALL ONLY

STA. 510+48B, 51' RT
CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH, 4 LF
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH
(2) CONCRETE COLLARS FOR PIPE
REMOVING STORMSEWER (36-INCH) ENDWALL ONLY

SLOPE INTERCEPT

R/W

0.18%

960.00

950.00

STA 510+48B
1-36" C.P.R.C

STA 510+56B
1-36" C.P.R.C

STA 510+56B
EXISTING 36" CONCRETE CULVERT PIPE

STA 510+48B
EXISTING 36" CONCRETE CULVERT PIPE

509B 510B 511B 512B 513B 514B 515B 516B 516B

962.00 962.06 962.16 962.25 962.37 962.46 962.52 962.72 962.81 962.87 962.97 963.04 963.03 963.13 963.23 963.17

962.00 962.06 962.16 962.25 962.37 962.46 962.52 962.72 962.81 962.87 962.97 963.04 963.03 963.13 963.23 963.17

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: USH 12 EB	SHEET 221	E

STA. 520+05B, 108' LT
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH

STA. 520+05B-520+70B
CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH, 66 LF
INLET ELEV: 957.74'
OUTLET ELEV: 956.72'
SLOPE: 1.6 %
(1) REMOVING SMALL CULVERT PIPES

STA. 520+70B, 106' LT
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH

STA. 521+50B, 57' LT
(1) REMOVING SMALL CULVERT PIPES

SLOPE INTERCEPT

PT: 518+55.17C

PT: 519+56.26B

517+00C 518+00C 519+00C 520+00C 521+00C 522+00C 523+00C 524+00C

517+00B 518+00B 519+00B 520+00B 521+00B 522+00B 523+00B 524+00B

STA. 517+48B 88'LT
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH

STA. 517+49B
CULVERT PIPE REINFORCED CONCRETE CLASS IV, 24-INCH, 68 LF
INLET ELEV: 958.07
OUTLET ELEV: 957.54
SLOPE: 0.79 %
(1) REMOVING SMALL CULVERT PIPES

SLOPE INTERCEPT

STA. 517+49B, 20' LT
TOP OF CASTING 960.57
INLET DEPTH 2.70'
(1) INLETS MEDIAN 2 GRATE
(2) INLET COVERS TYPE MS

R/W

STA. 520+07B, 64' RT
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH

STA. 520+07B-520+33B
CULVERT PIPE REINFORCED CONCRETE CLASS IV 18-INCH, 54 LF
INLET ELEV: 957.85
OUTLET ELEV: 957.78
SLOPE: 0.13 %
(1) REMOVING SMALL CULVERT PIPES

STA. 520+33B, 63' RT
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH

ASPHALT FLUME

STA. 523+73B, 76' LT
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH

STA. 523+73B
CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH, 48 LF
INLET ELEV: 959.99
OUTLET ELEV: 959.80
SLOPE: 0.4 %

STA. 523+73B, 29' LT
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH

970.00
960.00
956.00

VPC STA 519+40.78B
VPC EL 963.97

VPI STA 521+81.19B
VPI EL 964.40

VPT STA 524+21.61B
VPT EL 963.23

VCL = 480.84
K = 726.16

STA. 520+07B-520+33B
1-18" C.P.R.C. REQ'D

517B 518B 519B 520B 521B 522B 523B 524B 524B

963.17 963.17 963.33 963.33 963.47 963.47 963.65 963.65 963.82 963.82 963.99 963.99 963.98 963.98 964.03 964.03 964.02 964.02 964.08 964.08 963.98 963.98 963.91 963.91 963.76 963.76 963.51 963.51 963.26 963.26 963.05 963.05

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: USH 12 EB	SHEET 222	E

FILE NAME : N:\PDS\C3D\10230204\SHEETSPLAN\10230283\050102_PP.DWG PLOT DATE : 7/8/2015 2:42 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1 IN:50 FT

STA 525+00B, 87' LT 960.71

STA 525+48B, 116' LT 959.60

SPECIAL DITCH LT

STA 527+02B, 86' LT 959.77

SLOPE INTERCEPT

CONCRETE BARRIER TYPE S42C: STA. 527+89B TO STA. 529+62B, 75' LT, 176 LF

CONCRETE BARRIER TYPE S42C: STA. 529+62B, 75' LT TO STA. 530+13B, 76' LT 52 LF

MGS THRIE BEAM TRANSITION ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD REQ'D: STA. 530+10C TO STA. 530+49C, 35' LT, 39 LF

MGS GUARDRAIL TERMINAL EAT: STA. 530+49C TO STA. 531+02C, 39' LT, 1 EACH

STA. 524+63B, 66' RT
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH

SEE CONSTRUCTION DETAILS : STEEL THRIE BEAM BULLNOSE/BEAMGUARD LAYOUT

525+00C 526+00C 527+00C 528+00C 529+00C 530+00C 531+00C 532+00C

STA. 524+63B-525+33B
(1) REMOVING SMALL CULVERT PIPES
CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH, 70 LF
INLET ELEV: 959.35
OUTLET ELEV: 959.10
SLOPE: 0.4 %

PIPE AND INLET INFORMATION SEE NEXT SHEET

525+00B 525+00B 527+00B 528+00B 529+00B 530+00B 531+00B 532+00B

EXISTING BULLNOSE TO BE REMOVED

STA. 525+33B, 66' RT
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH

CONCRETE BARRIER TYPE S42C: STA. 527+47.5B TO STA. 529+52.5B, 34' RT, 205 LF

ASPHALT FLUME

STA 526+71, 43' RT 960.45

STA 526+45, 51' RT 960.30

MGS THRIE BEAM TRANSITION ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD REQ'D: STA. 527+11B TO STA. 527+50B, 34' RT, 39 LF

MGS GUARDRAIL 3: STA. 526+98B TO STA. 527+11B, 34' RT, 12.5 LF

MGS GUARDRAIL TERMINAL EAT: STA. 526+45B TO STA. 526+98B, 37' RT, 1 EACH

MGS THRIE BEAM TRANSITION ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD REQ'D: STA. 529+50B TO STA. 529+89B, 34' RT, 39 LF

MGS GUARDRAIL 3: STA. 529+89B TO STA. 530+02B, 34' RT, 12.5 LF

MGS GUARDRAIL TERMINAL TYPE 2 STA. 530+02B, 34' RT, 1 EACH

SPECIAL DITCH RT

STA 531+18B, 40' RT 959.50

PIPE AND INLET INFORMATION SEE NEXT SHEET

STA 529+91B, 57' RT 956.75

STA 529+77B, 54' RT 957.90

STA 529+62B, 42' RT 959.30

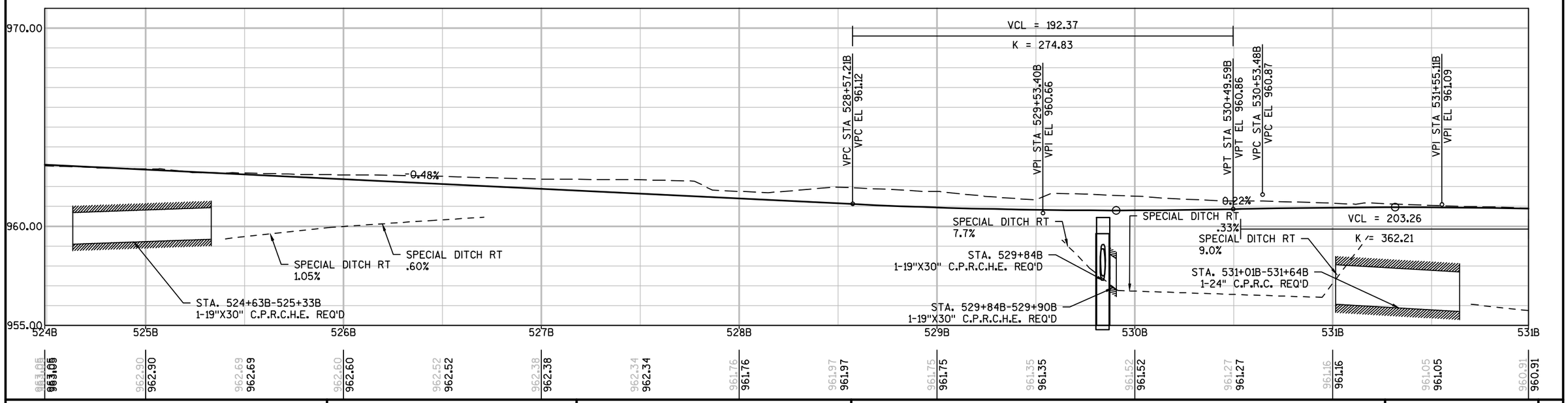
STA 530+94B, 65' RT 956.41

STA 525+93B, 60' RT 959.94

SPECIAL DITCH RT

STA 525+40B, 65' RT 959.36

SLOPE INTERCEPT



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: USH 12 EB	SHEET 223 E

STA. 529+84B, 73' LT
TOP OF CASTING 960.42
INLET DEPTH 3.19'
(1) INLETS 2X3-DT
(1) INLET COVERS TYPE HM

ASPHALT FLUME

ASPHALT FLUME

STA. 529+84B
CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH, 48 LF
INLET ELEV: 957.50
OUTLET ELEV: 957.28
SLOPE: 0.45%

STA. 530+50B, 54' LT
(1) REMOVING SMALL CULVERT PIPES

530+00C 531+00C 532+00C 533+00C 534+00C 535+00C 536+00C 537+00C

530+00B 531+00B 532+00B 533+00B 534+00B 535+00B 536+00B 537+00B

STA. 529+84B, 24' LT
TOP OF CASTING 959.63
INLET DEPTH 2.62'
(1) INLETS MEDIAN 2 GRATE
(2) INLET COVERS TYPE MS

STA. 529+84B-529+90B
CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH, 74 LF
INLET ELEV: 957.28
OUTLET ELEV: 956.77
SLOPE: 0.7%

STA. 529+90B, 49' RT
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH

STA. 531+01B 67' RT
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH

STA. 531+01B-531+64B
CULVERT PIPE REINFORCED CONCRETE CLASS IV, 24-INCH, 68 LF
INLET ELEV: 955.24
OUTLET ELEV: 956.06
SLOPE: 0.29 %

ASPHALT FLUME

STA. 531+64, 90' RT
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH

STA 531+70B, 92' RT
956.06

SPECIAL DITCH RT

STA 532+40B, 119' RT
955.29

SAW CUT REQ'D MATCH EXISTING

END CONSTRUCTION
STA. 533+25B
SAW CUT REQ'D MATCH EXISTING

STA. 533+21B, 84' LT
(1) APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH

STA. 533+20B
CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH, 59 LF
INLET ELEV: 956.23
OUTLET ELEV: 955.91
SLOPE: 0.54%

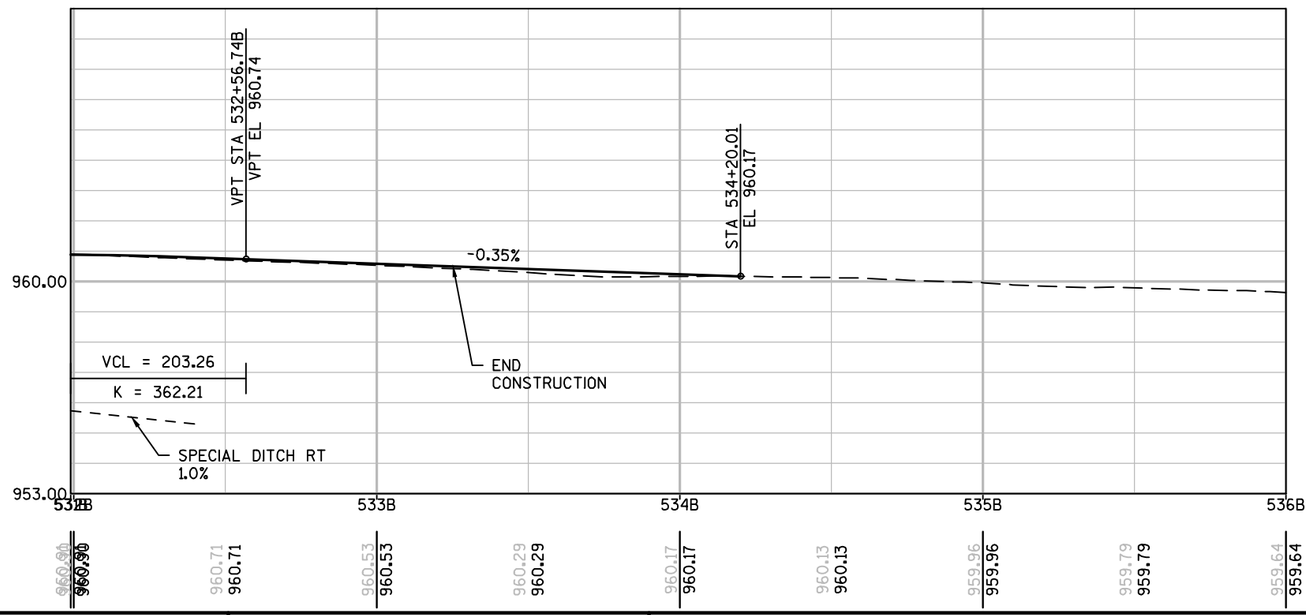
STA. 533+20B, 25' LT
TOP OF CASTING 958.45
(1) REMOVING INLETS
(1) REMOVING SMALL CULVERT PIPES
INLET DEPTH 2.50'
(1) INLETS MEDIAN 2 GRATE
(1) INLET COVERS TYPE MS
(1) SALVAGED INLET COVERS

PI: 535+36.23B

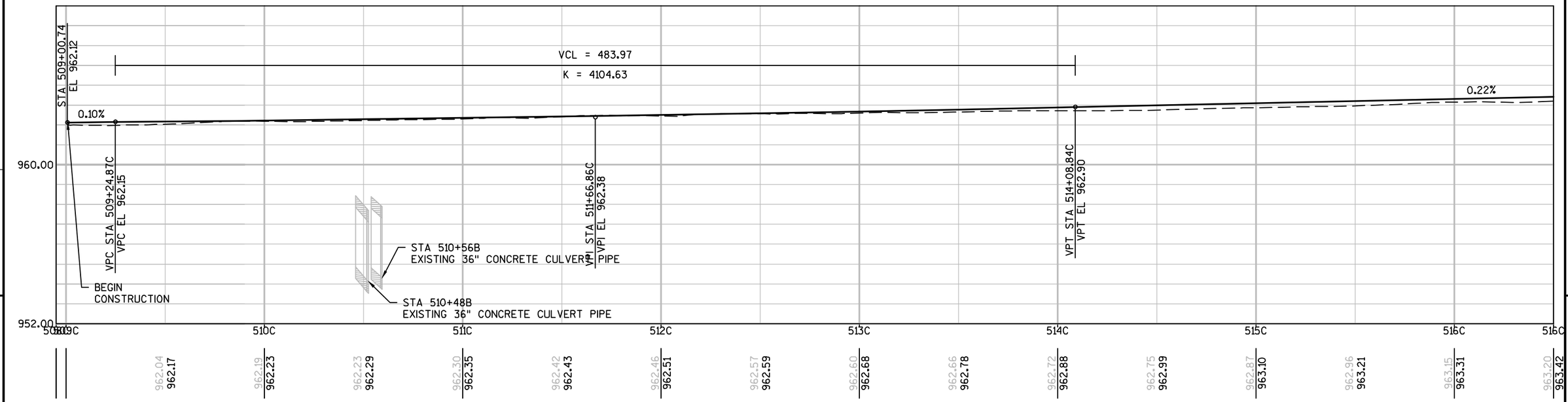
N

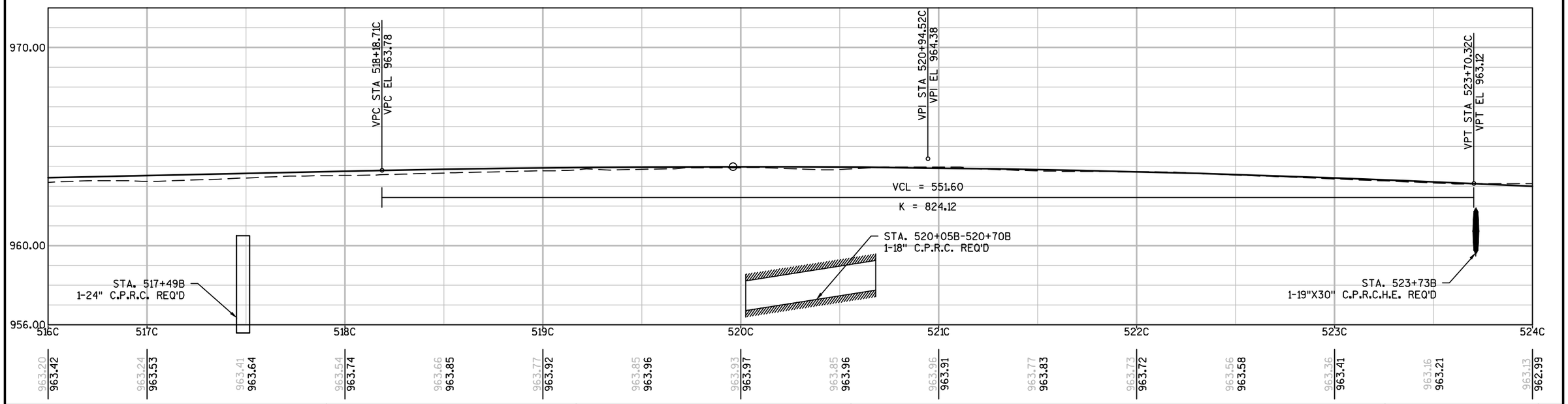
USH 12

SIGN

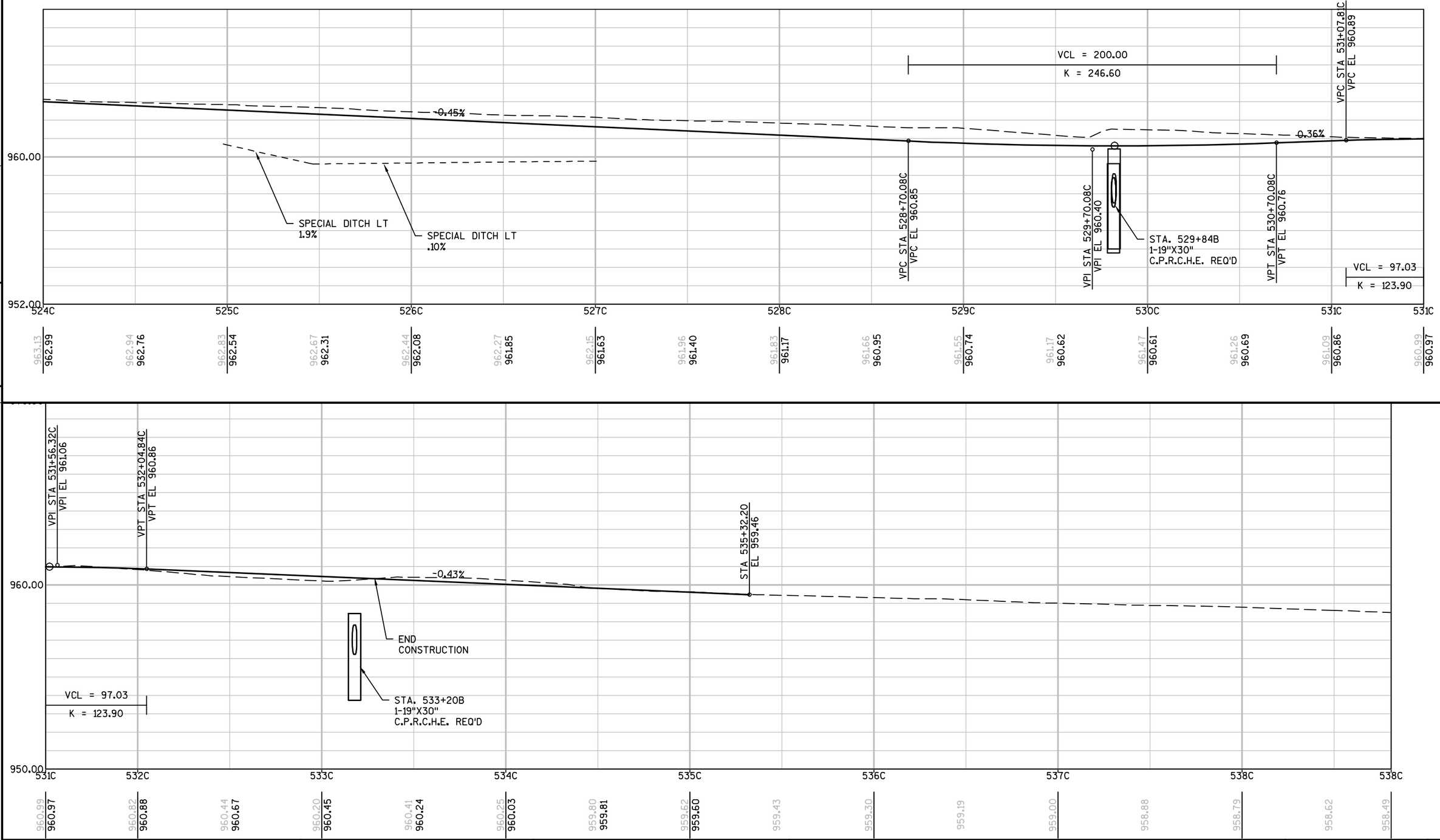


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: USH 12 EB	SHEET 224	E

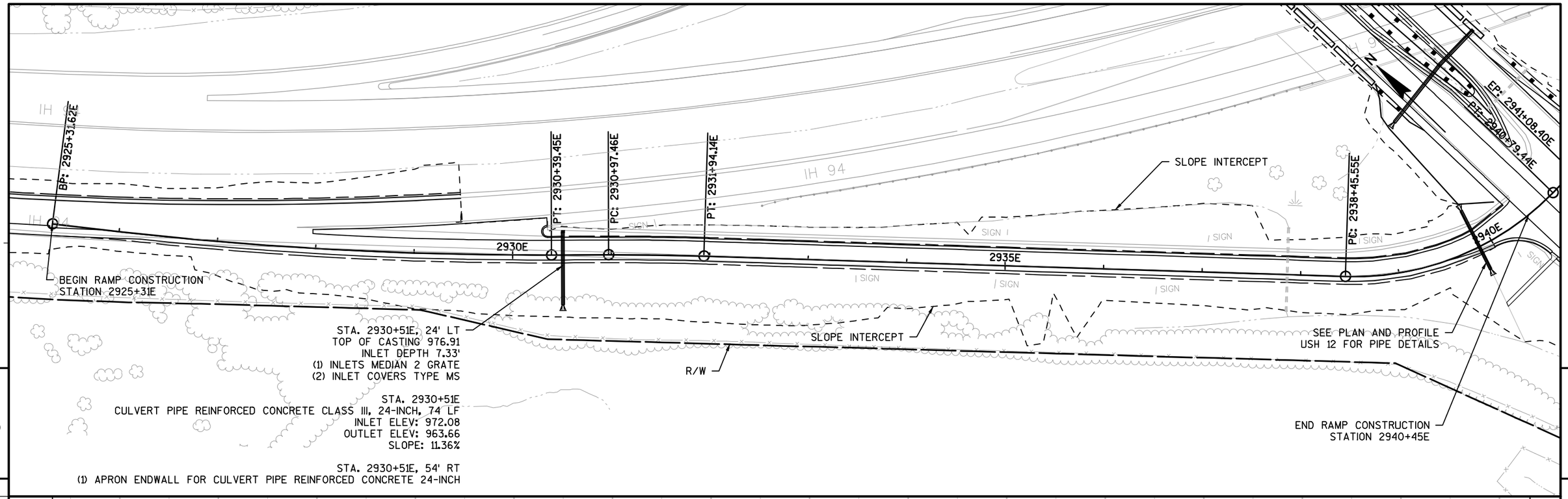


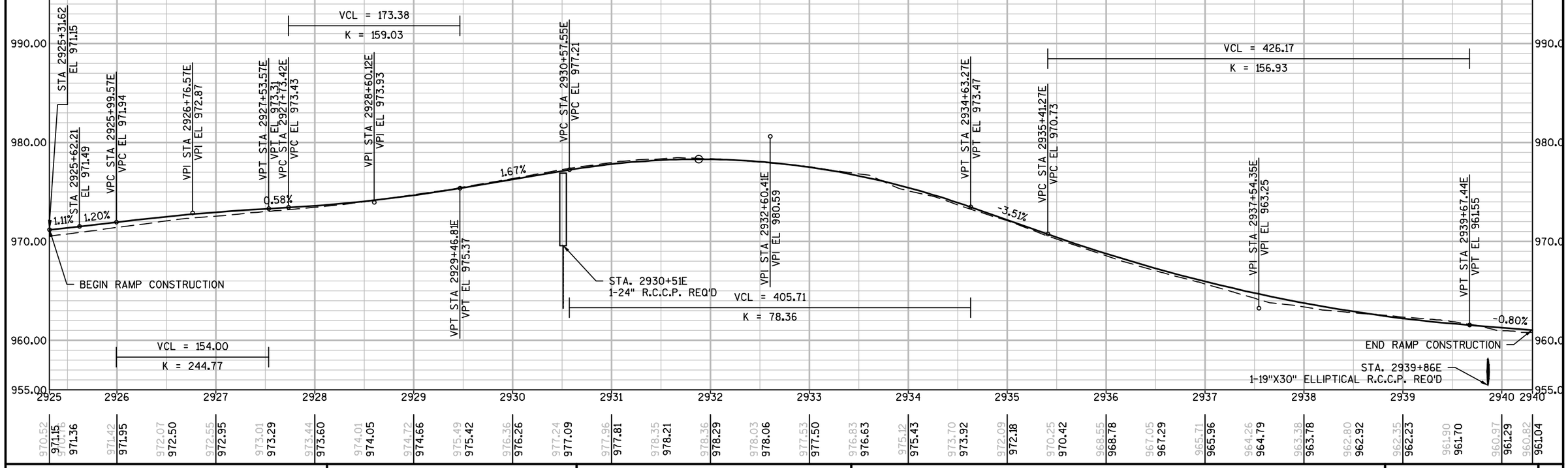


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PROFILE: USH 12 WB	SHEET 225	E

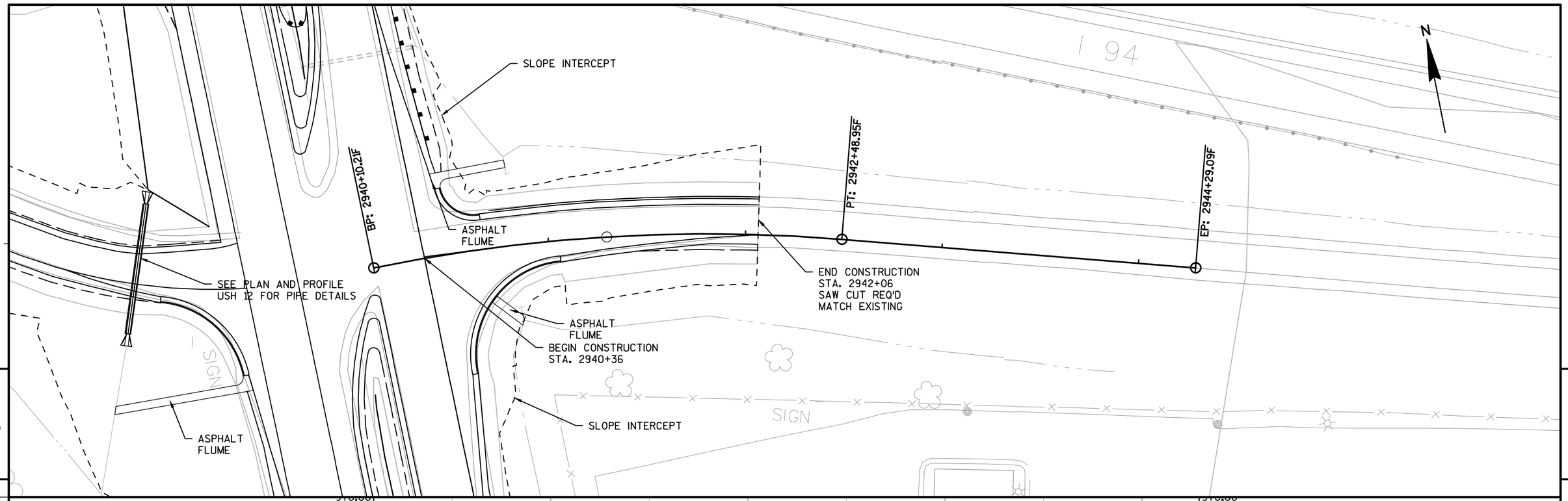


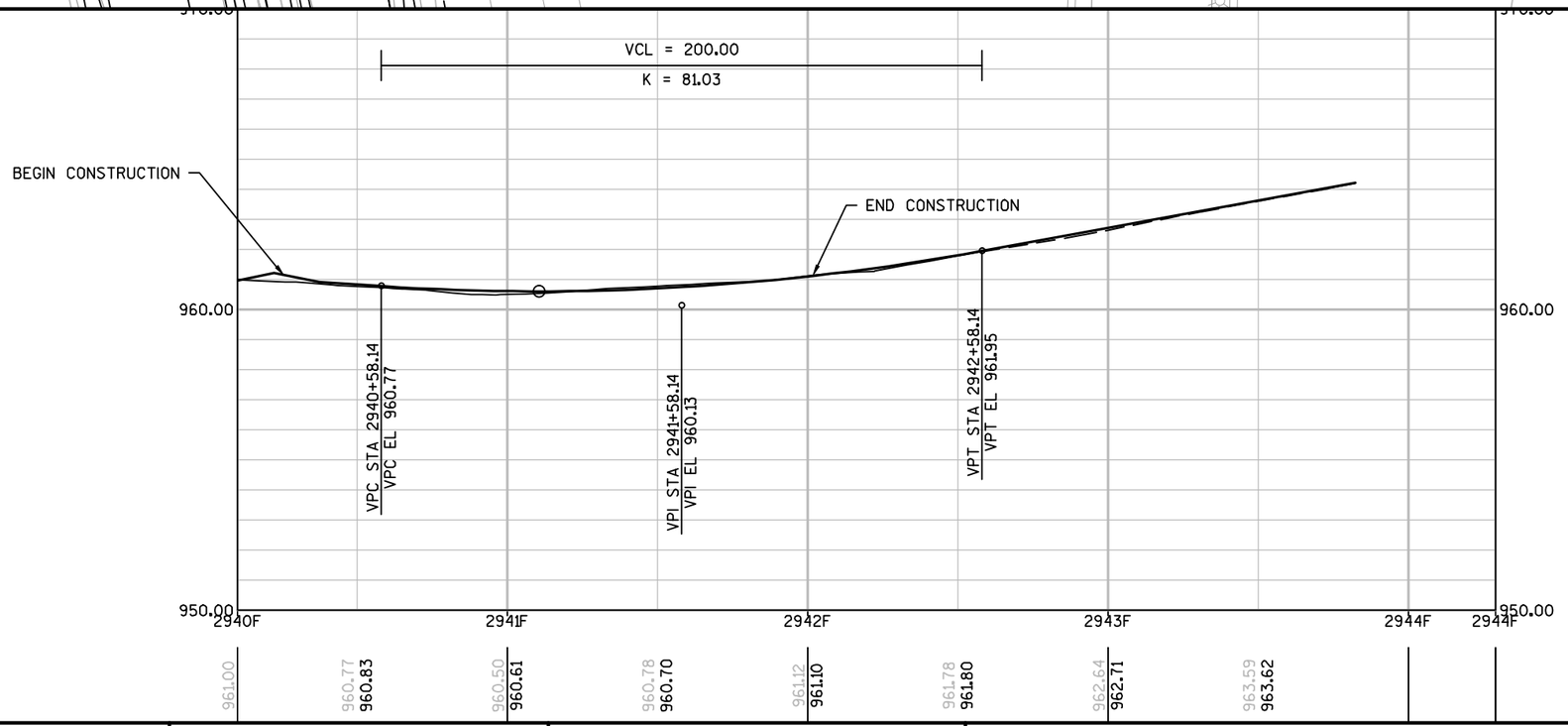
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PROFILE: USH 12 WB	SHEET 226	E



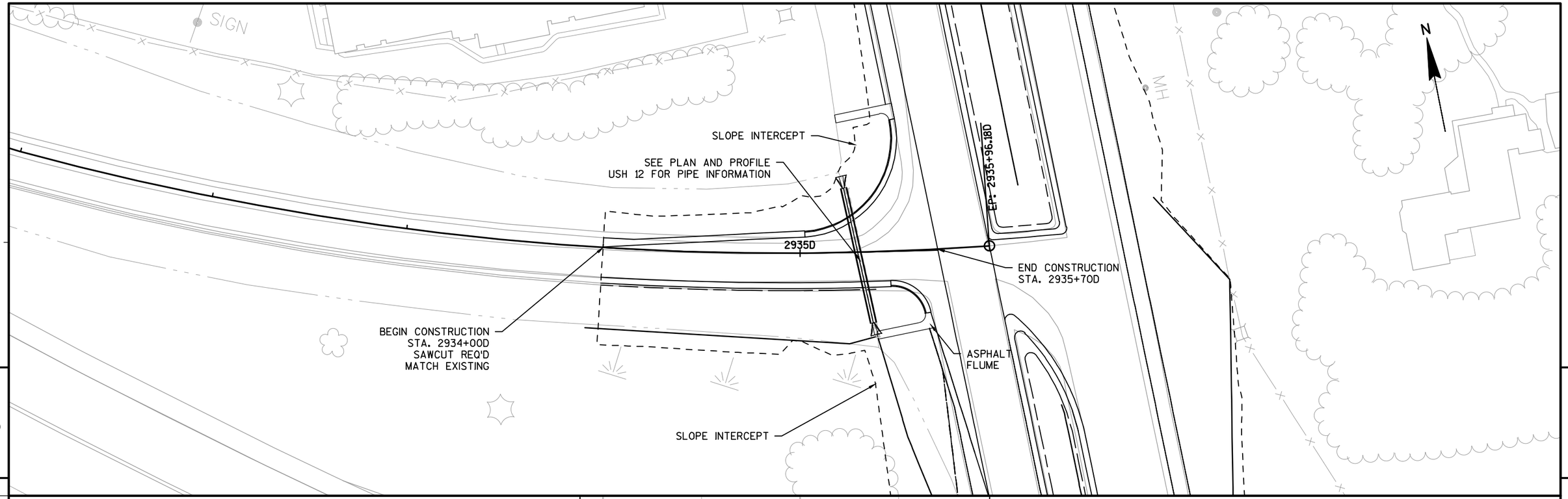


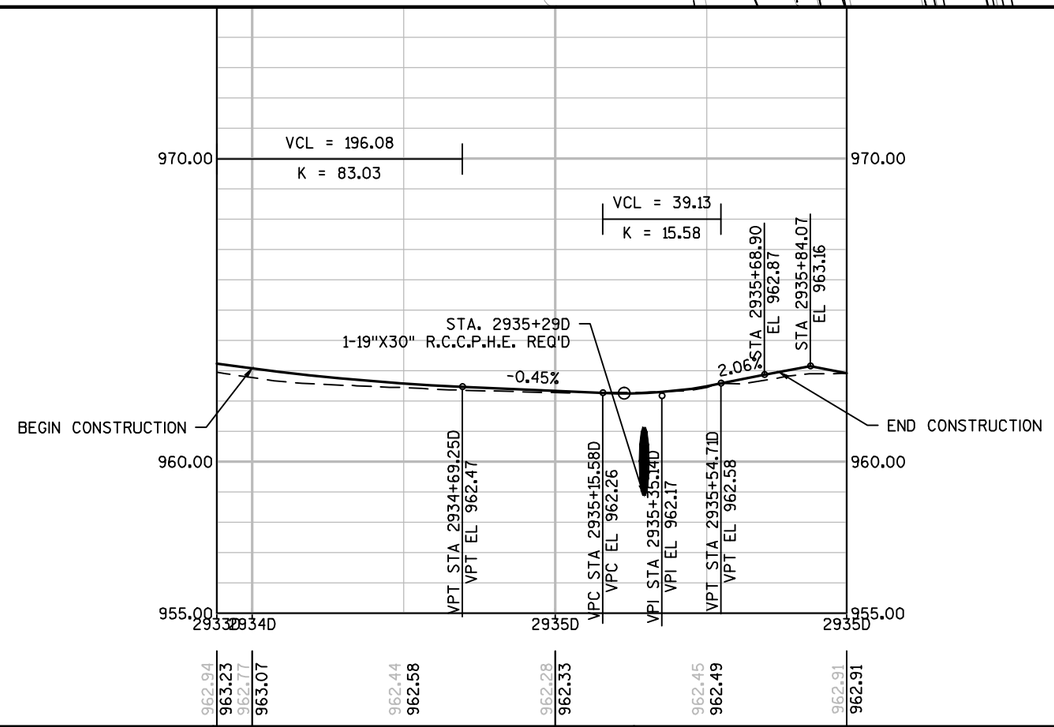
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: EB OFF RAMP	SHEET 227	E



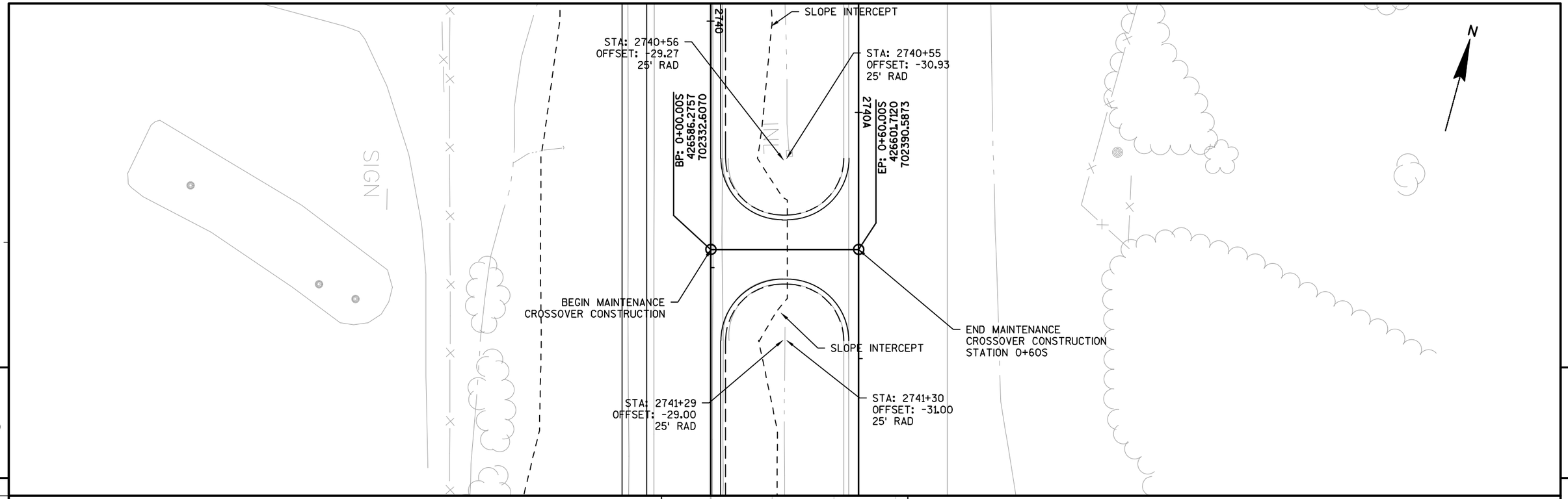


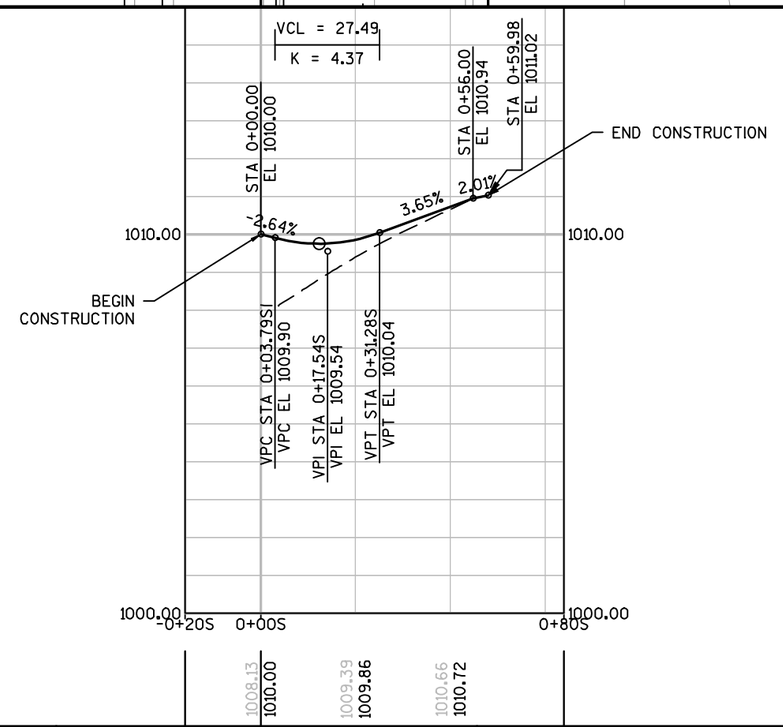
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: EB ON RAMP	SHEET 228	E



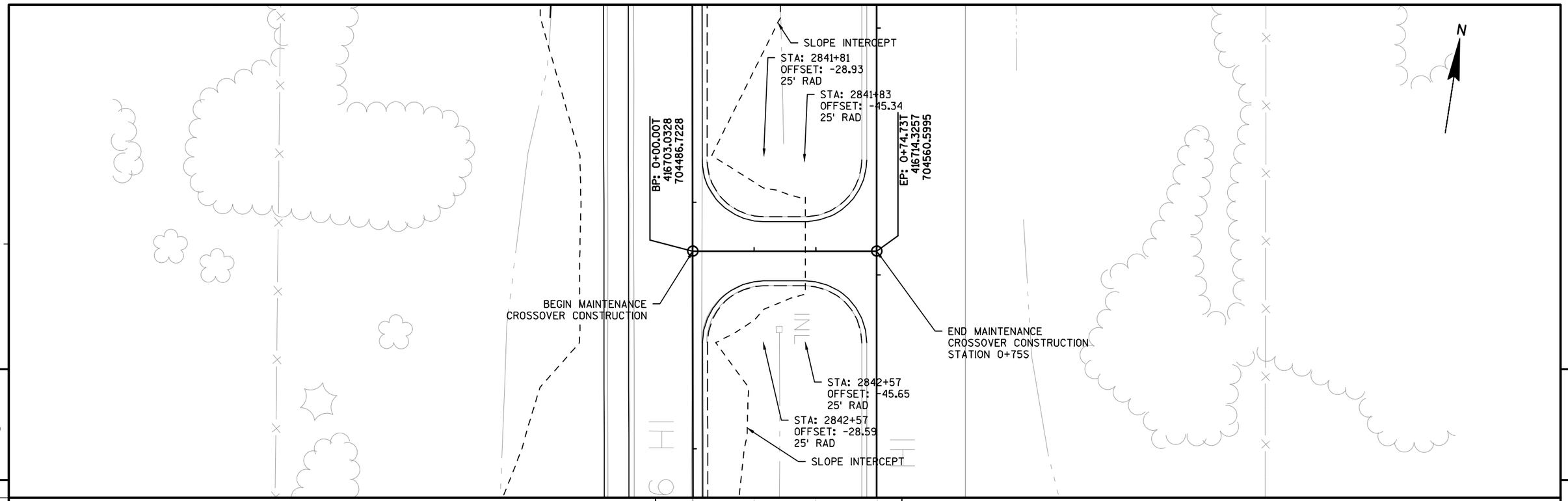


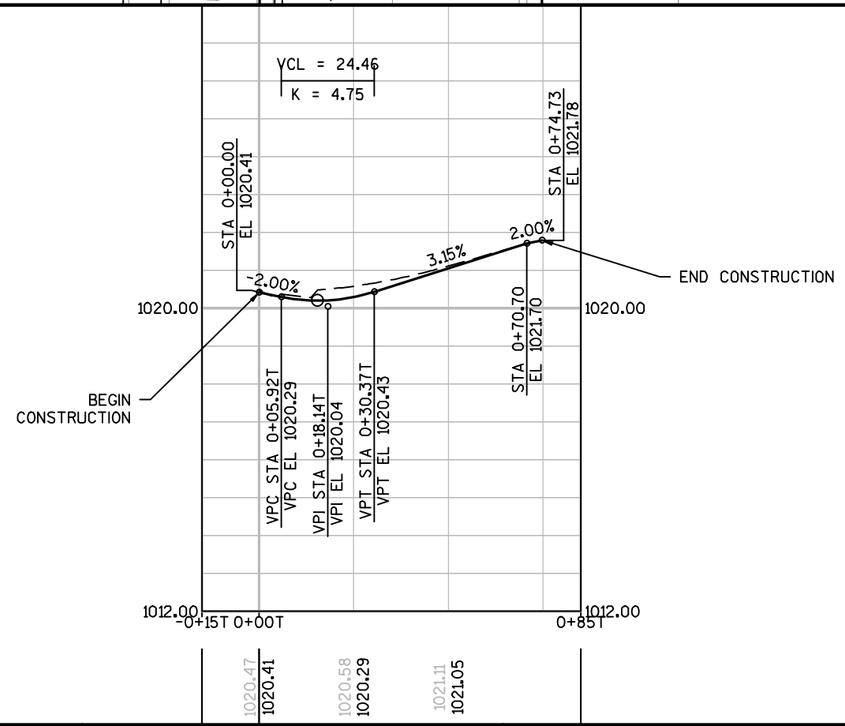
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: WB ON RAMP	SHEET 229	E



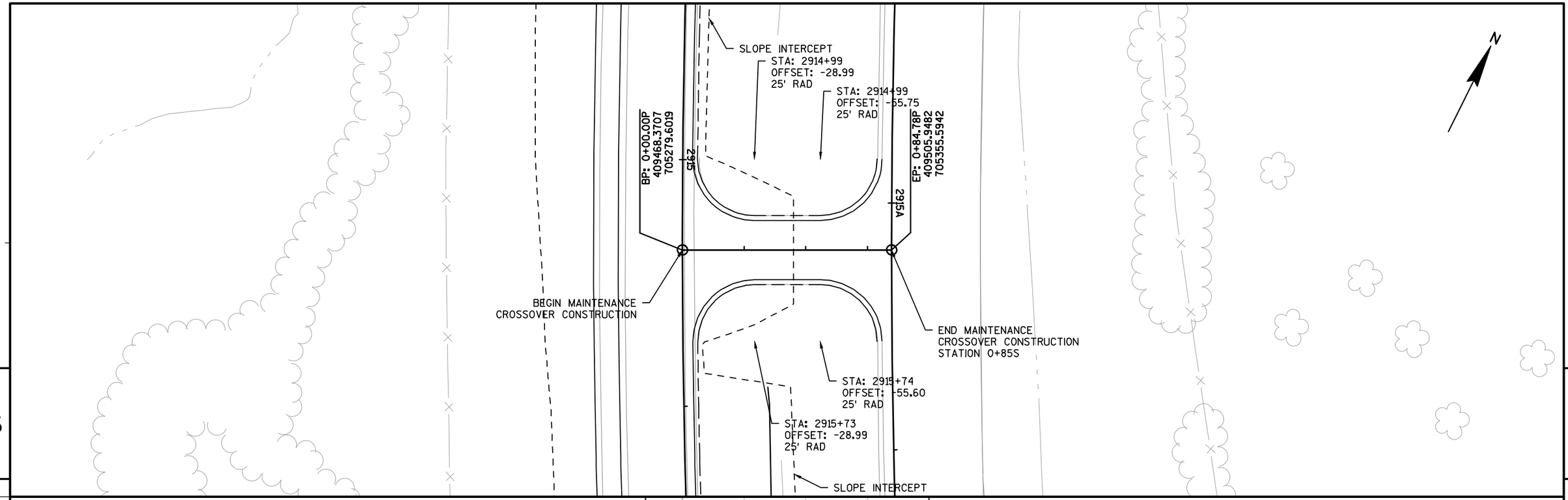


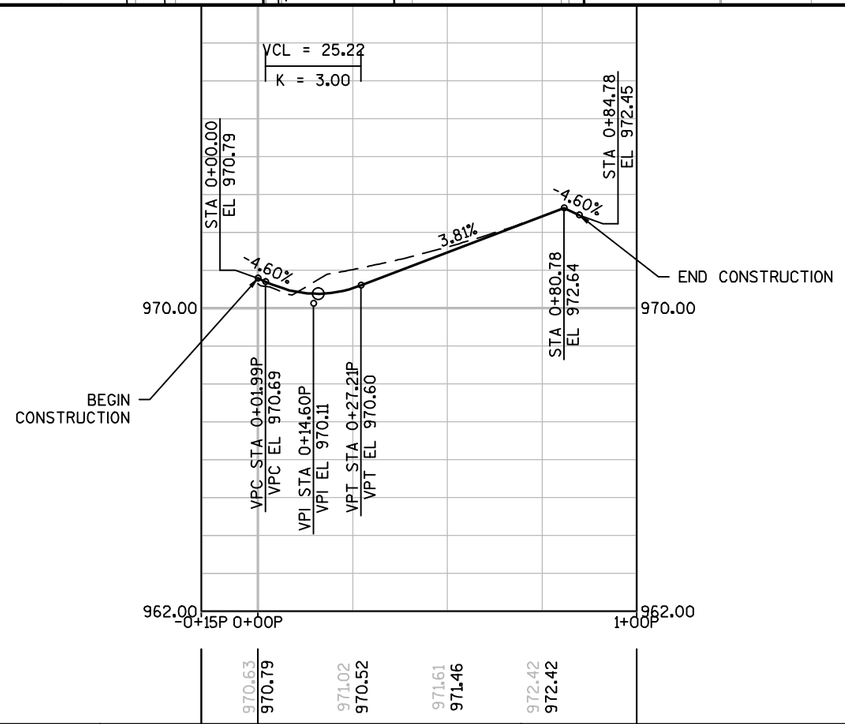
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: MAINTENANCE CROSSOVER	SHEET 230	E





PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: MAINTENANCE CROSSOVER	SHEET 231	E





PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PLAN AND PROFILE: MAINTENANCE CROSSOVER	SHEET 232	E

Standard Detail Drawing List

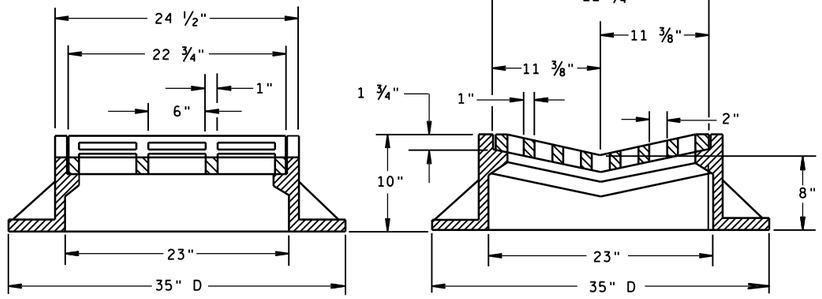
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-01	INLETS MEDIAN 1 AND 2 GRATE
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE FRAINS
08F08-02	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS
09B02-08	CONDUIT
09B04-11	PULL BOX
11A01-05	MAINTENANCE CROSSOVER FOR FREEWAYS
12A03-10	NAME PLATE (STRUCTURES)
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13B02-07A	CONCRETE BRIDGE APPROACH
13B02-07B	STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH
13C01-17	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-11A	RURAL DOWELED CONCRETE PAVEMENT
13C11-11B	RURAL DOWELED CONCRETE PAVEMENT
13C17-01A	CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI
13C17-01B	CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI
13C18-02A	CONCRETE PAVEMENT JOINTING
13C18-02B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-02C	CONCRETE PAVEMENT JOINT TIES
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-01A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-01E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B20-11A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-11B	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS
14B20-11C	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS
14B20-11D	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS
14B20-11E	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPES "F" AND "W"
14B20-11F	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPE "M"
14B20-11G	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTOR PLATE DETAIL
14B20-11H	STEEL THRIE BEAM STRUCTURE APPROACH, SINGLE SLOPE ATTACHMENT
14B26-03A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03E	STEEL THRIE BEAM BULLNOSE TERMINAL
14B32-03A	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-03B	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-03C	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-03D	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-03E	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B33-01A	CONCRETE BARRIER SINGLE SLOPE 32" THRIE BEAM ANCHOR
14B33-01B	CONCRETE BARRIER SINGLE SLOPE 32" THRIE BEAM ANCHOR
14B33-01C	CONCRETE BARRIER SINGLE SLOPE 32" THRIE BEAM ANCHOR
14B33-01D	CONCRETE BARRIER SINGLE SLOPE 36" THRIE BEAM ANCHOR
14B33-01E	CONCRETE BARRIER SINGLE SLOPE 36" THRIE BEAM ANCHOR
14B33-01F	CONCRETE BARRIER SINGLE SLOPE 36" THRIE BEAM ANCHOR
14B33-01G	CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR

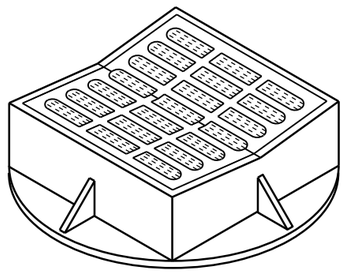
6

Standard Detail Drawing List

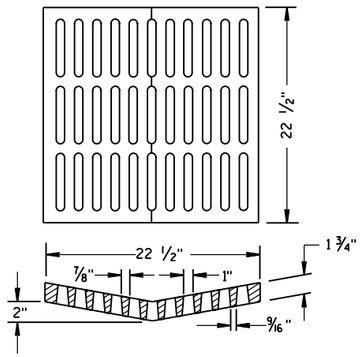
14B33-01H	CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR
14B41-01A	SINGLE SLOPE ROADSIDE RETAINING WALL
14B41-01B	SINGLE SLOPE ROADSIDE RETAINING WALL
14B42-03A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-03A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A02-08	DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-02	FLEXIBLE DELINEATOR POST
15A06-02	DELINEATOR LAYOUT
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15B03-14A	FENCE CHAIN LINK
15B03-14B	FENCE CHAIN LINK
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C04-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C11-6	FLEXIBLE TUBULAR MARKER POST,
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C21-05	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-01D	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15D04-01	TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING
15D05-03	TRAFFIC CONTROL, SINGLE LANE CROSSOVER ENTRANCE WITH BARRIER
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D07-03	TRAFFIC CONTROL, TEMPORARY EXIT RAMP CROSSOVER
15D10-03	TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT WITH BARRIER
15D11-6	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-04	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D12-05A	TRAFFIC CONTROL, LANE CLOSURE
15D12-05B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D13-02	TEMPORARY EMERGENCY PULLOUTS
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D20-02	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D20-03	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-03	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-02	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-03	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D38-01A	TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS
15D38-01B	ATTACHMENT OF SIGNS TO POSTS

6



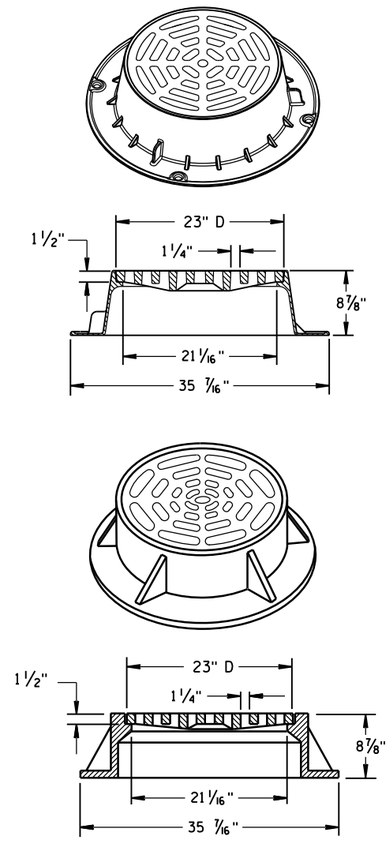


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

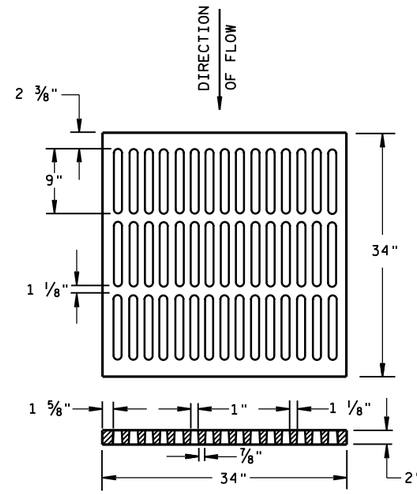
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

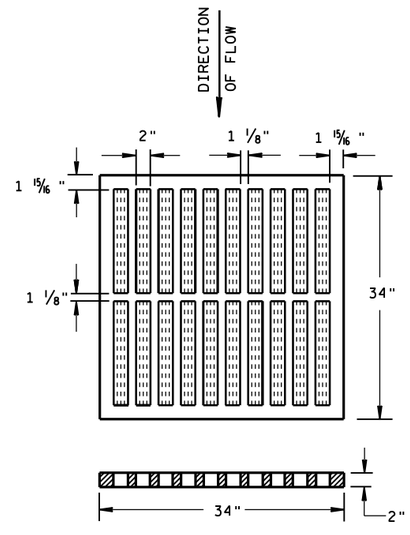
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



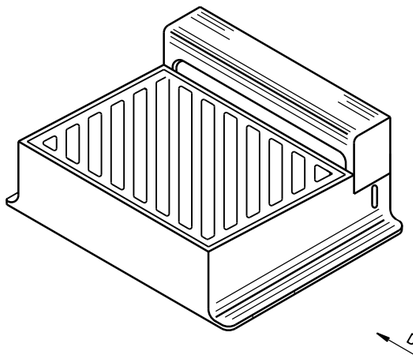
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

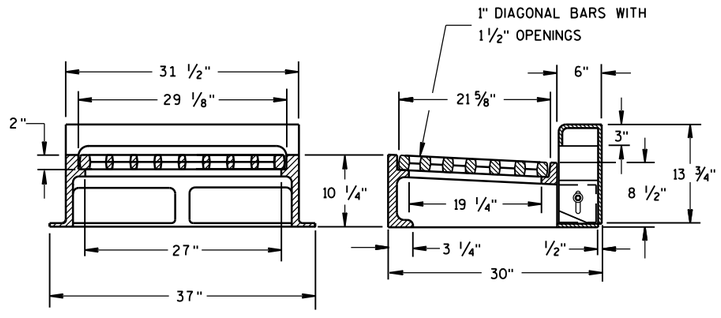


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

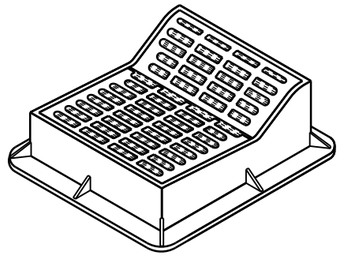
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

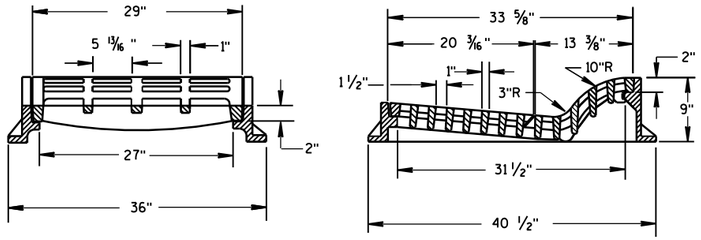
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

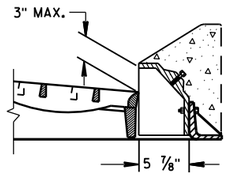
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

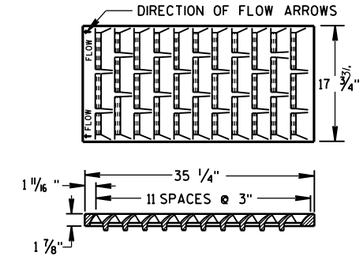
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

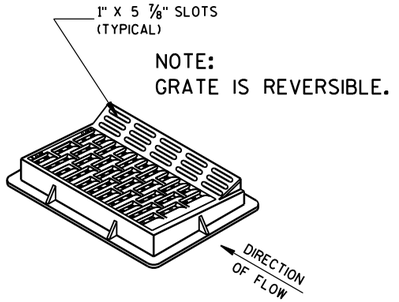
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

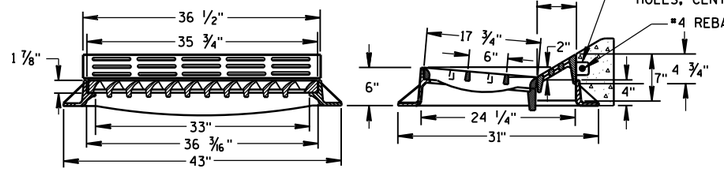
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.



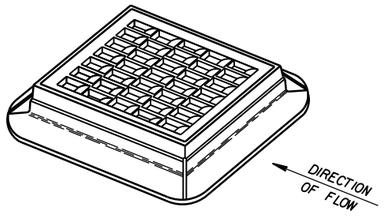


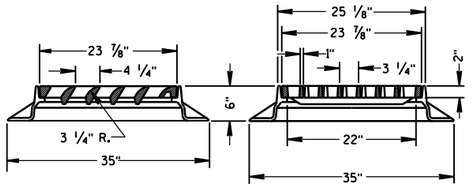


TYPE "HM"

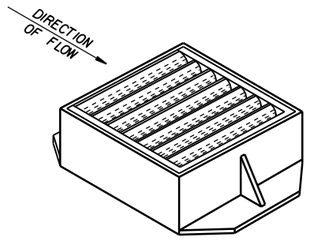
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

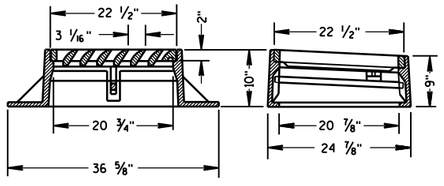
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



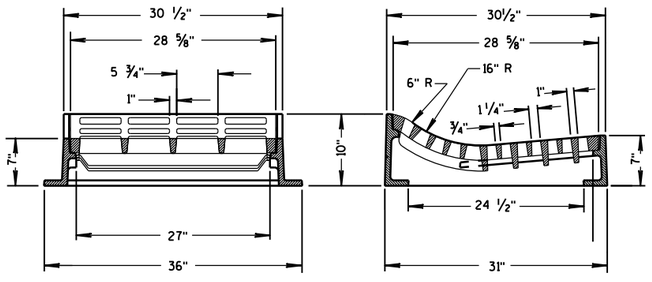


TYPE "S"



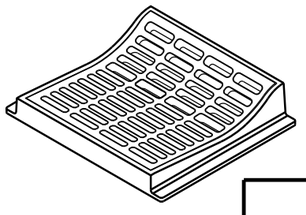


TYPE "V"



TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



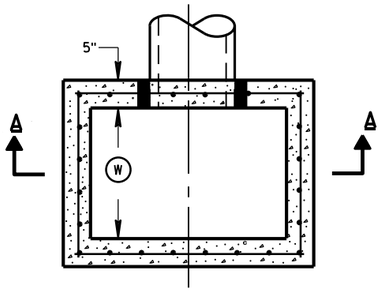
INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

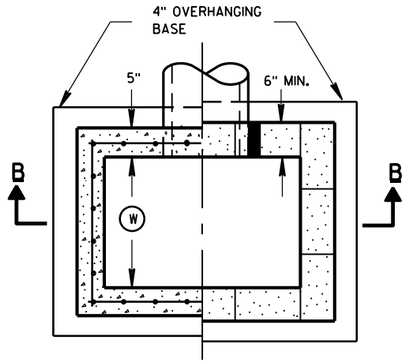
APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

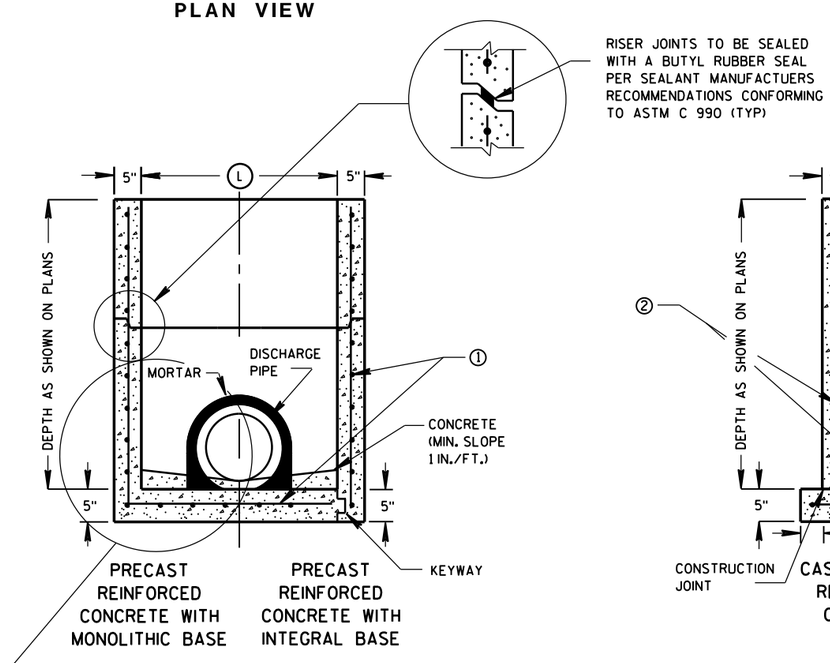
S.D.D. 8 A 5-19c



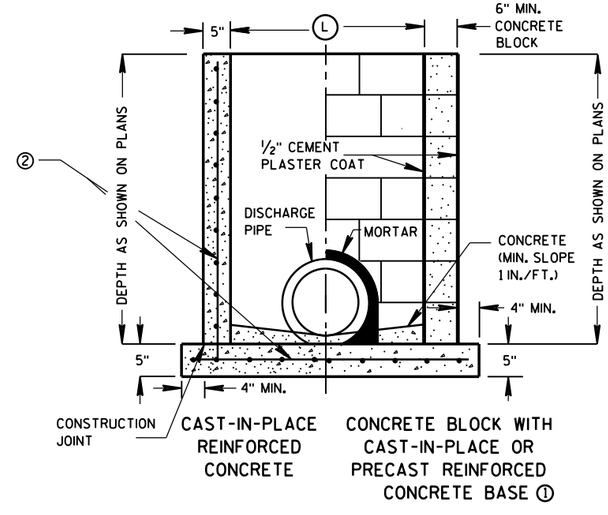
PLAN VIEW



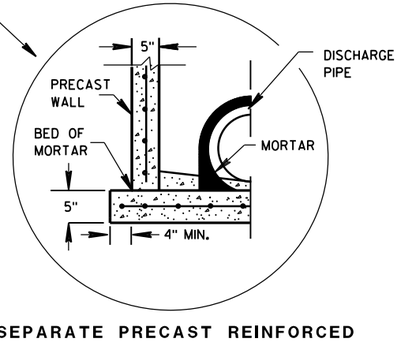
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

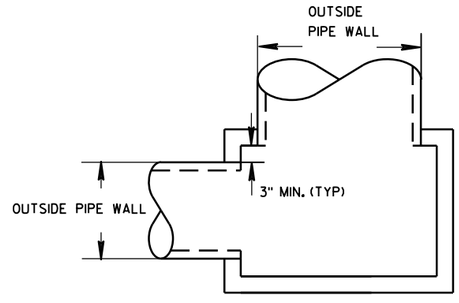
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

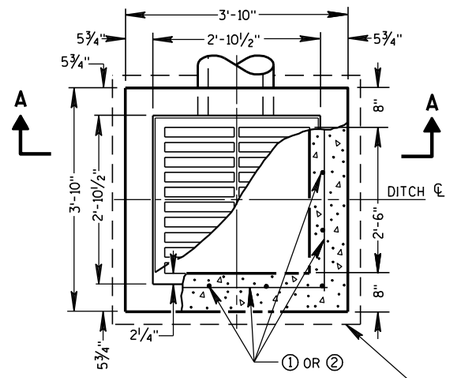
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012
DATE
FHWA

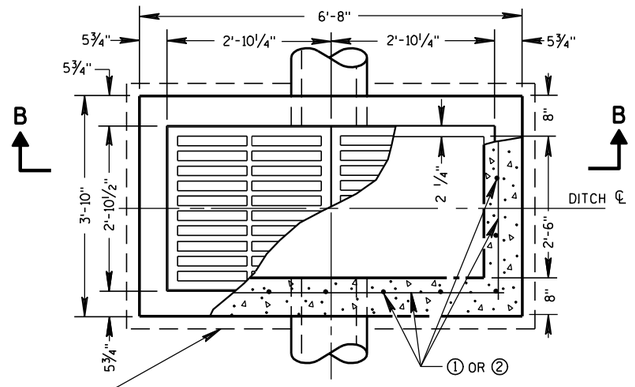
/S/ Jerry H. Zogg
ROADWAY STANDARDS DE
ENGINEER

6
S.D.D. 8 C 7-1

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

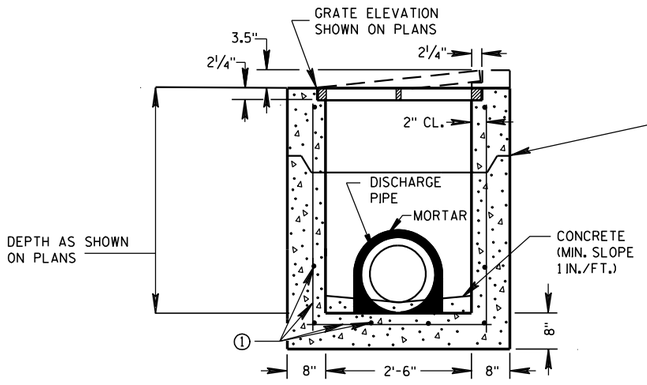


PLAN VIEW

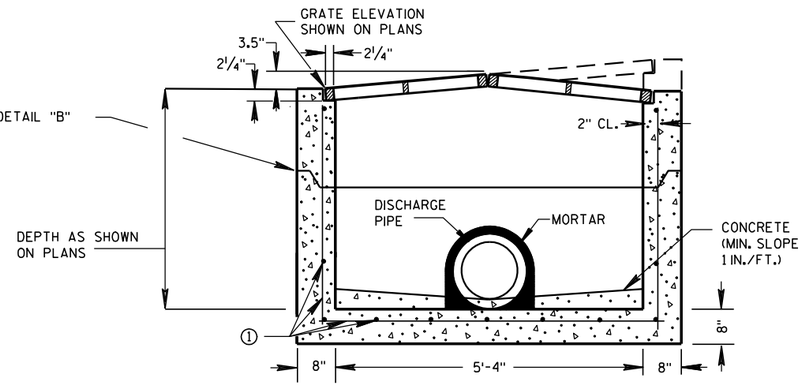


PLAN VIEW

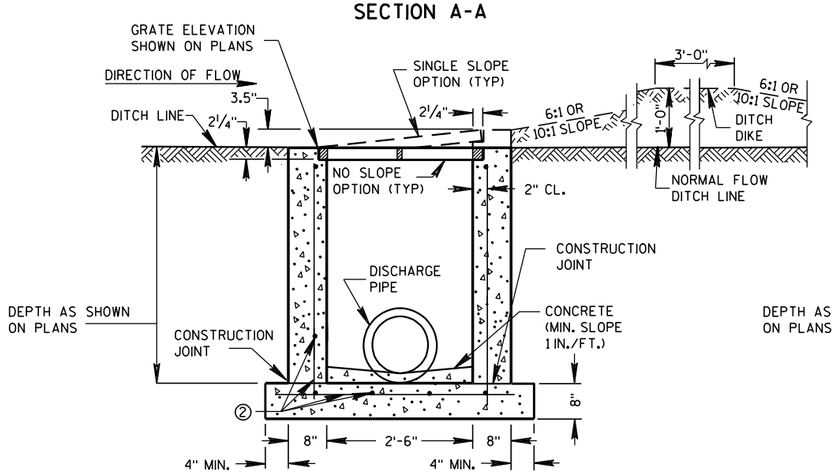
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



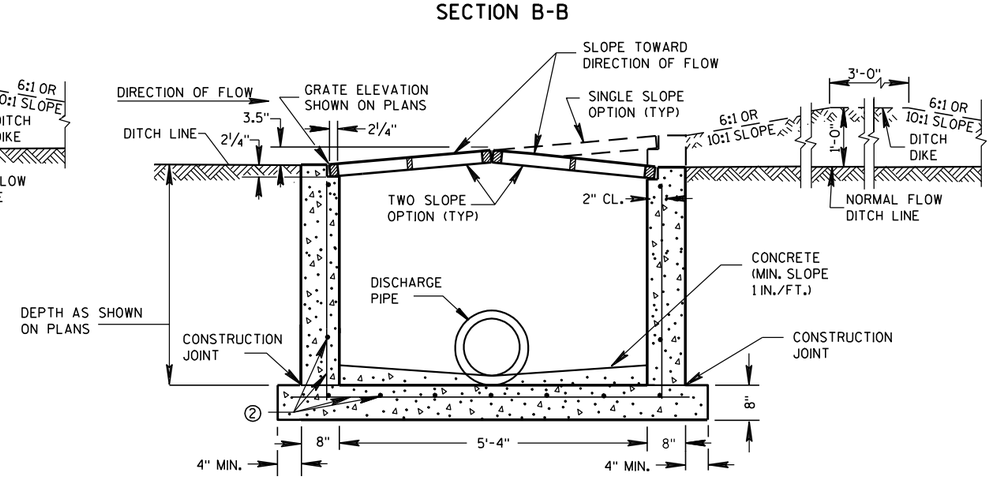
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

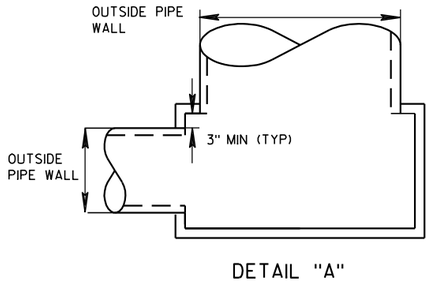
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

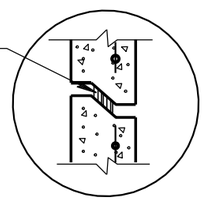
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



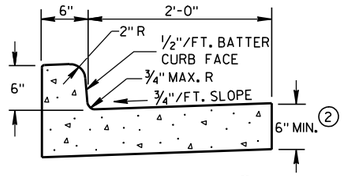
DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

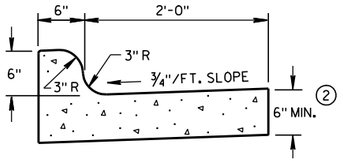
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

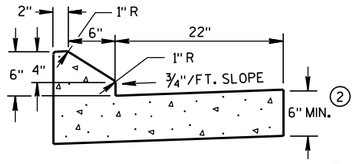
6
S.D.D. 8 C 8-1



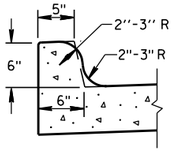
TYPES A & D (1)



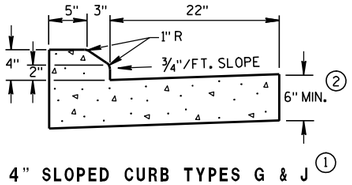
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

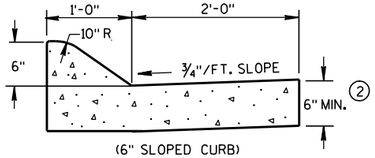


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

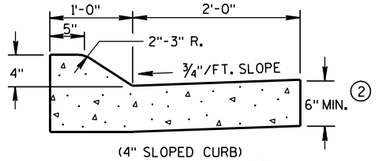


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

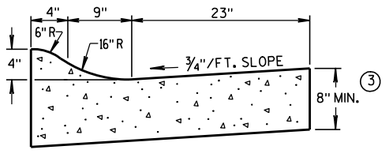


(6" SLOPED CURB)



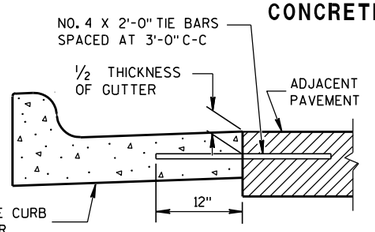
(4" SLOPED CURB)

TYPES A & D (1)

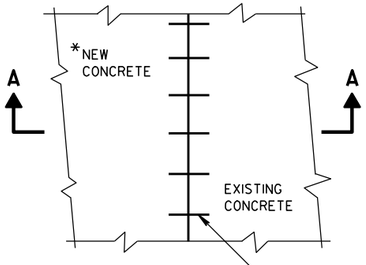


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

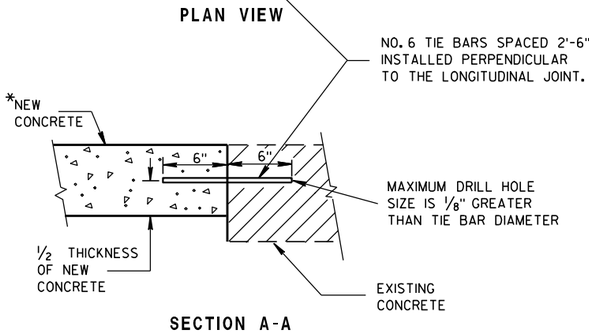


TYPICAL TIE BAR LOCATION (1)



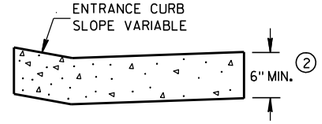
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW



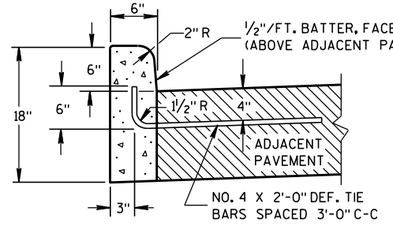
SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

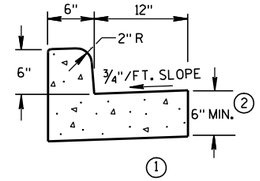


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

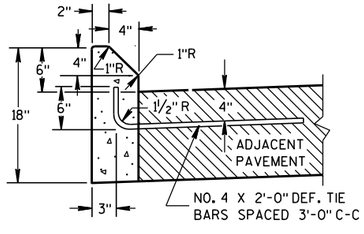


(1)
TYPES A & D



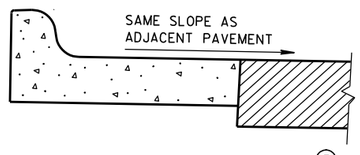
(1)
TYPES A & D

CONCRETE CURB & GUTTER 18"



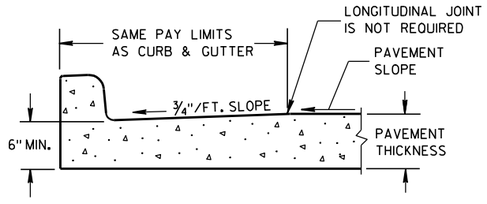
(1)
TYPES G & J

CONCRETE CURB

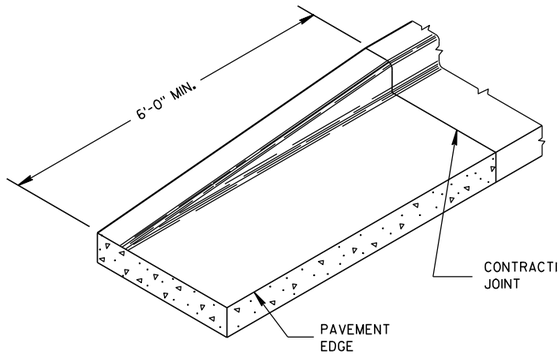


REVERSE SLOPE GUTTER (5)

(TYPICAL FOR ALL CURB & GUTTER TYPES)



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

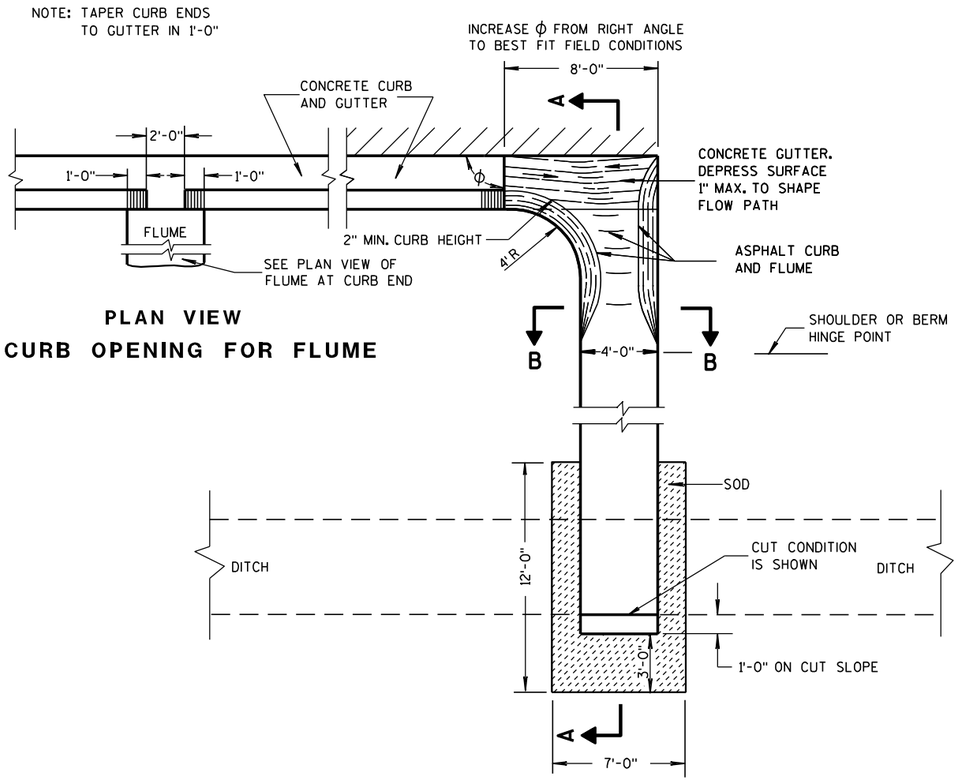
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA

6

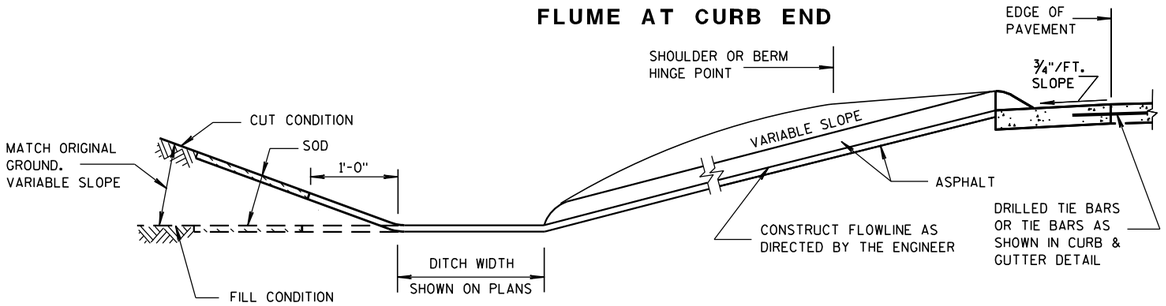
S.D.D. 8 D 1-17

ASPHALTIC FLUME

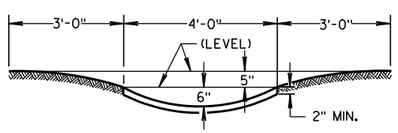


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

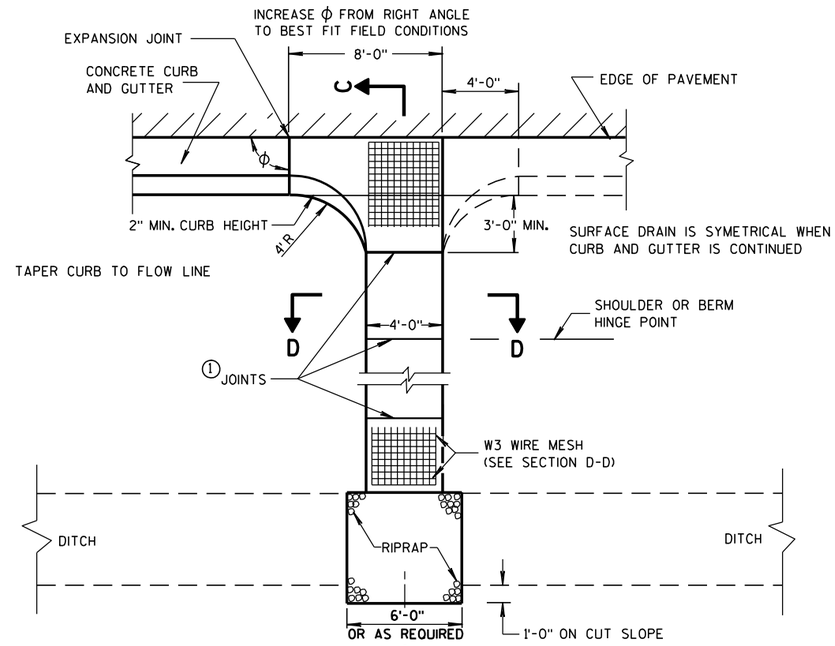
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

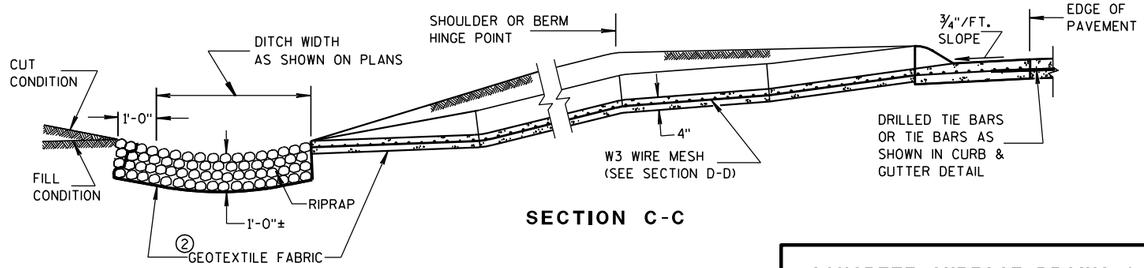
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

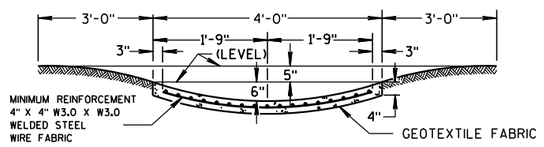
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

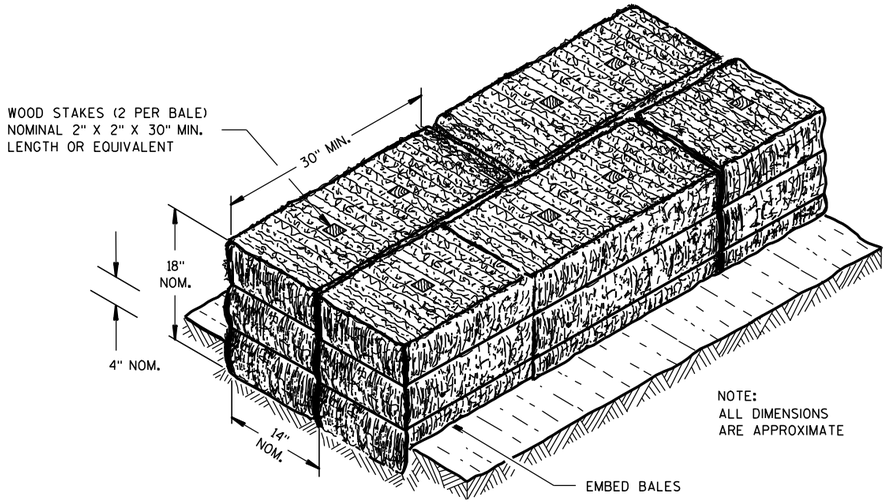
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
240
MENT
FHWA

6

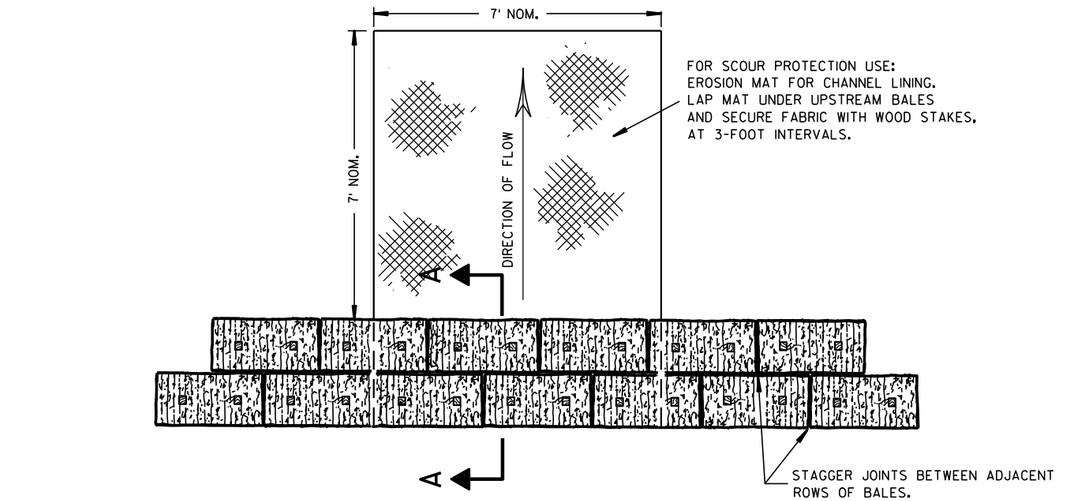
S.D.D. 8 D 4-5

6

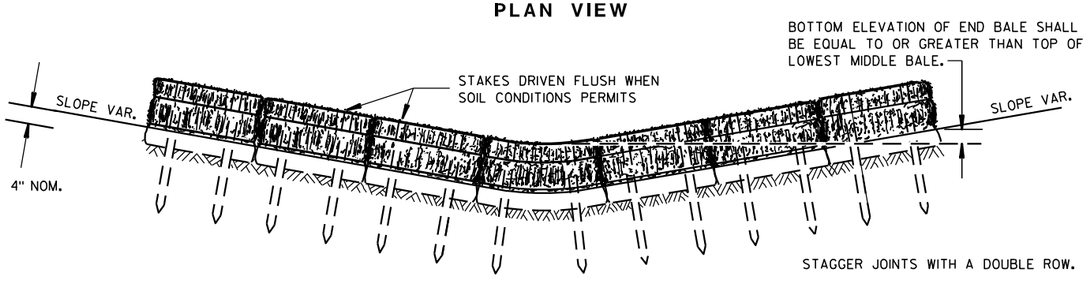
S.D.D. 8 D 4-5



SECTION A-A



PLAN VIEW



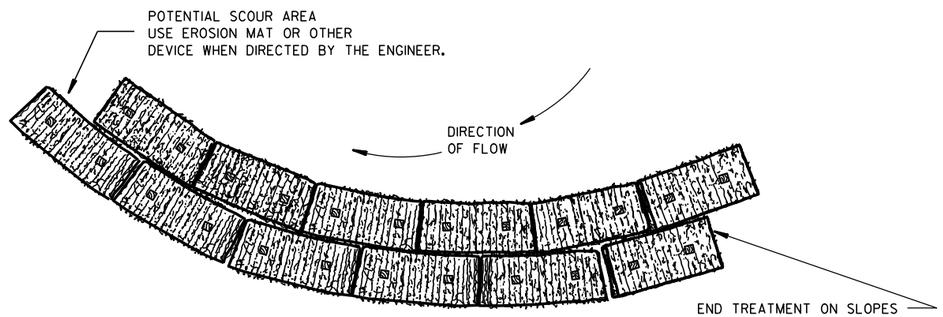
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

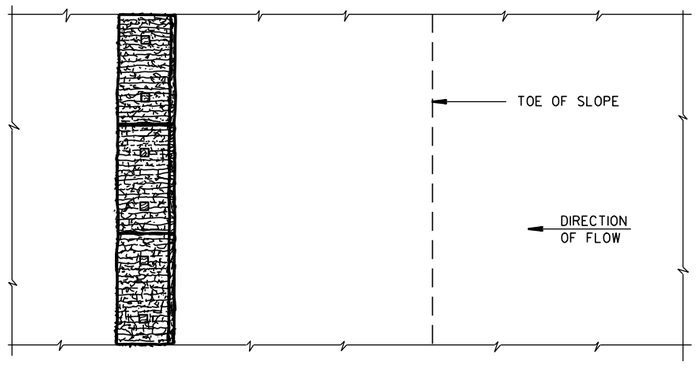
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

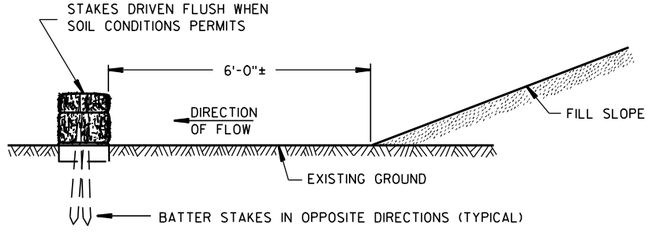


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

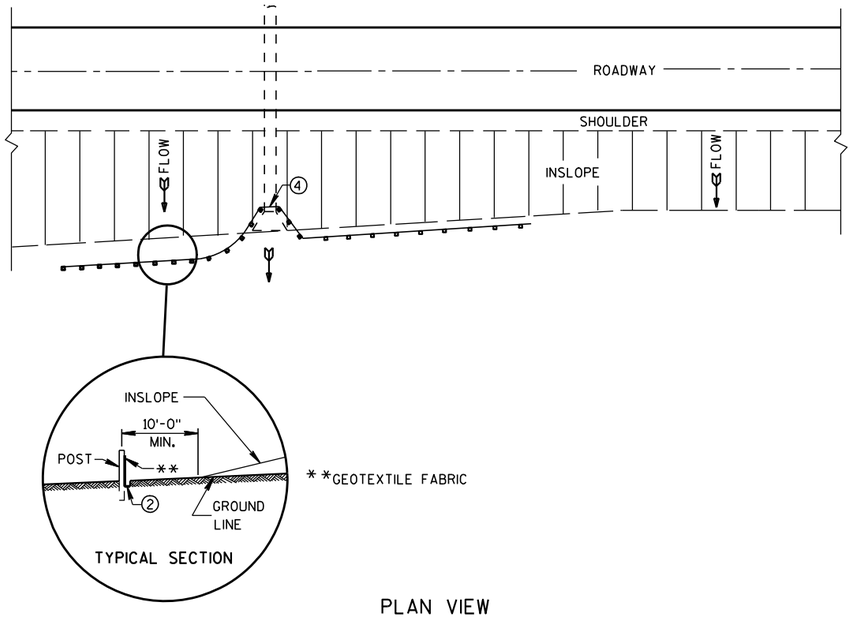
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

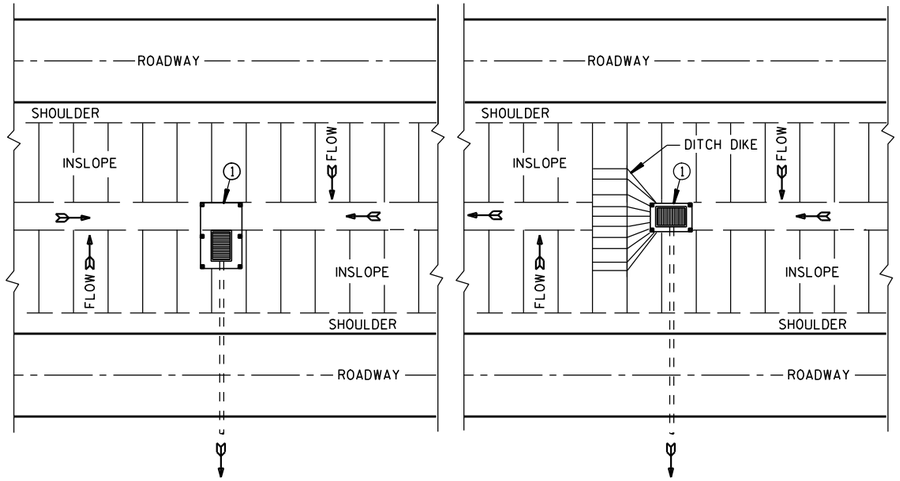
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

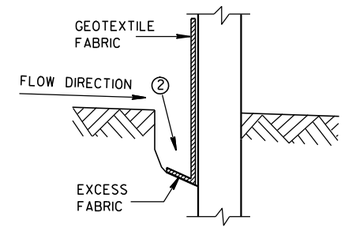
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

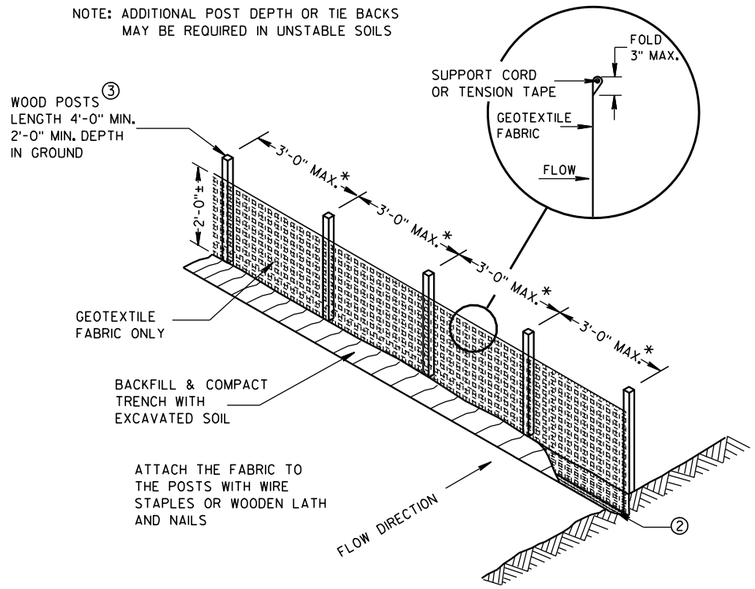
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

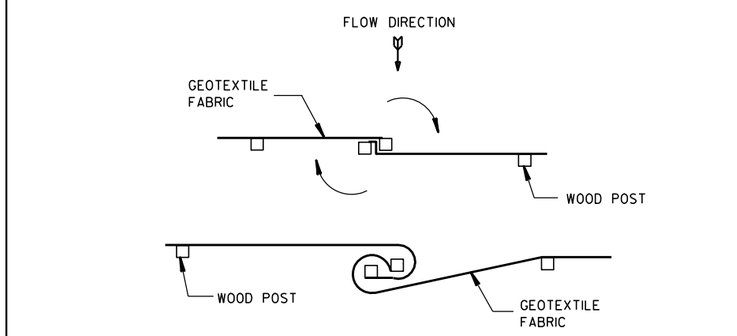
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



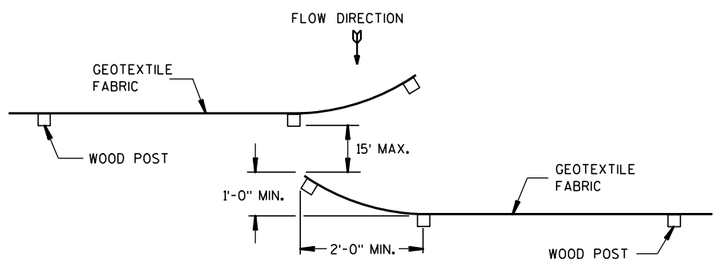
TRENCH DETAIL



SILT FENCE

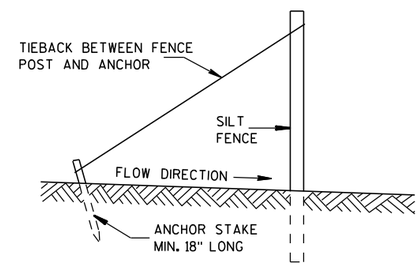


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

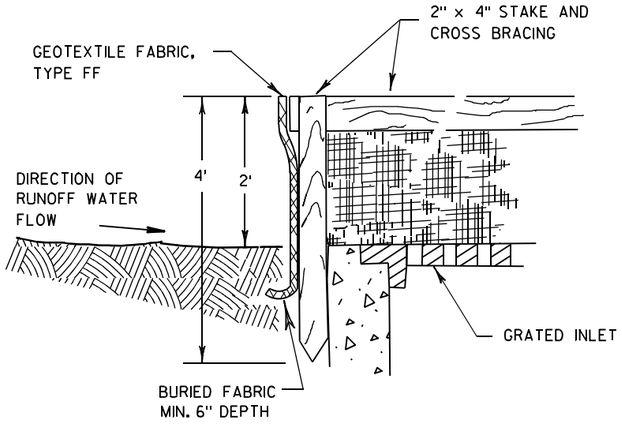
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

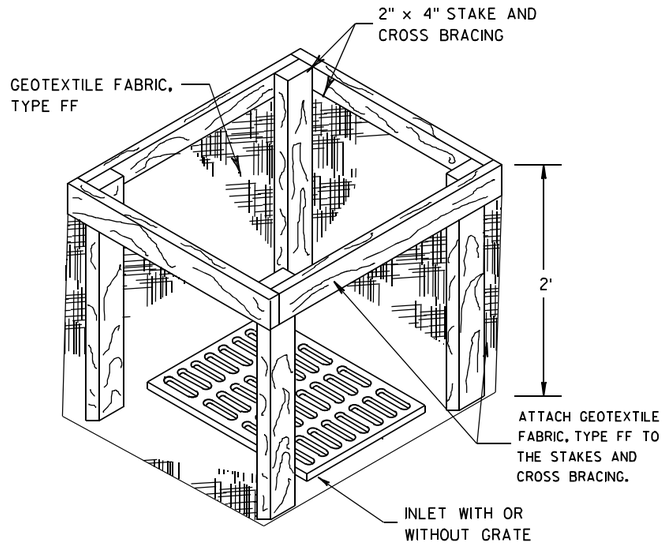
6

S.D.D. 8 E 9-6

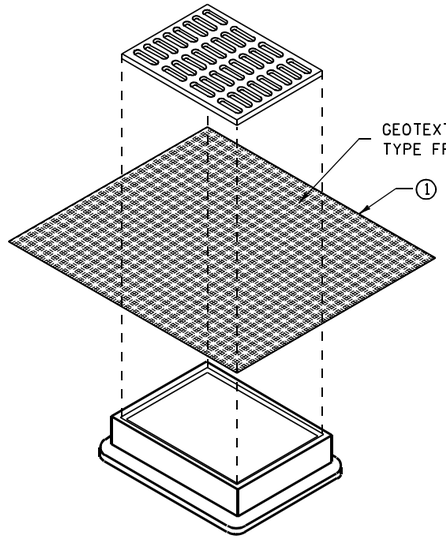
6

S.D.D. 8 E 9-6



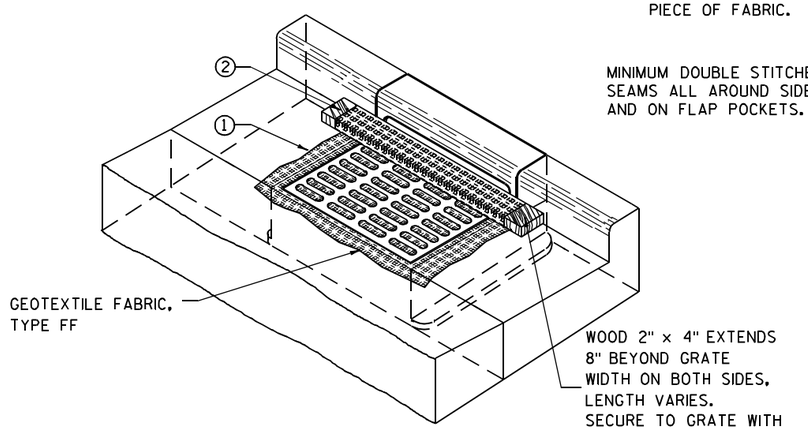


INLET PROTECTION, TYPE A

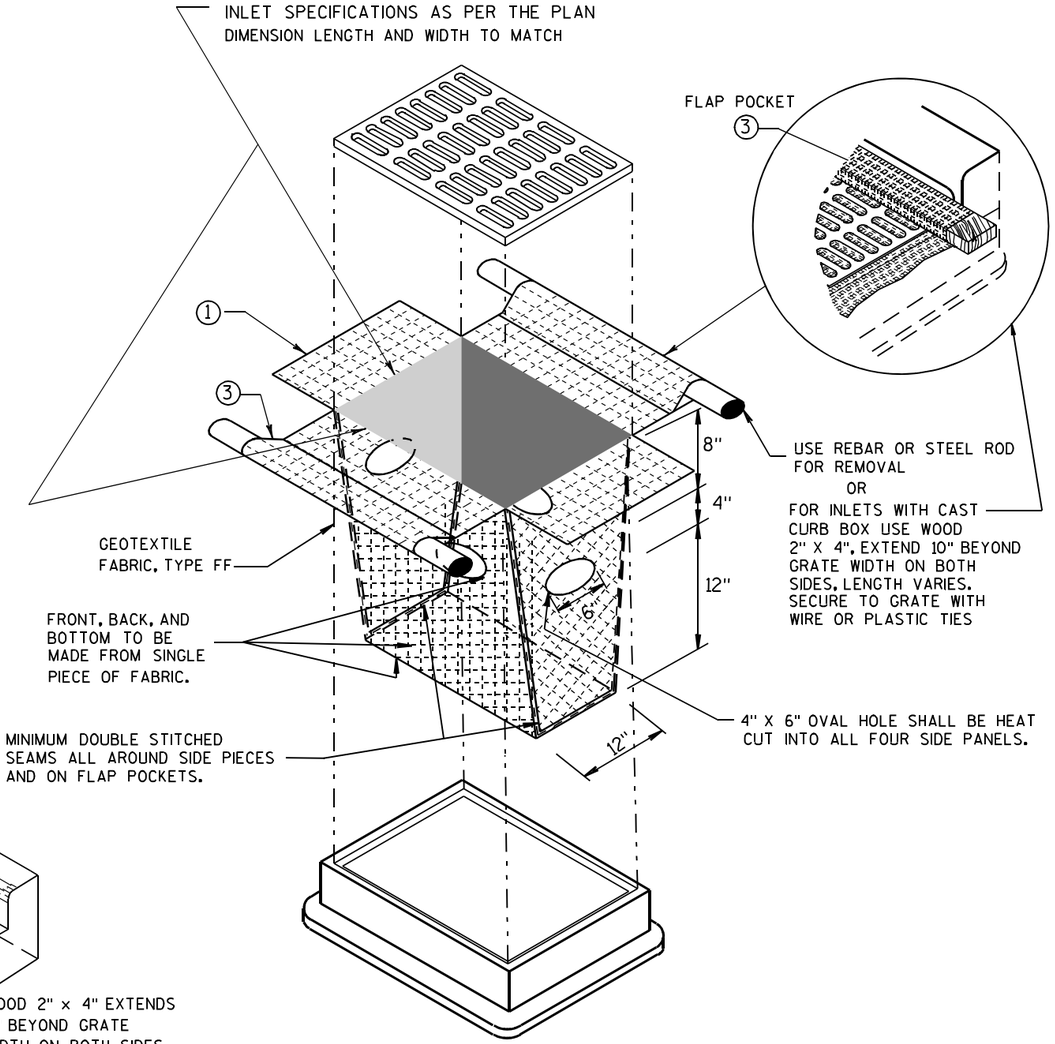


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2

METAL APRON ENDWALLS

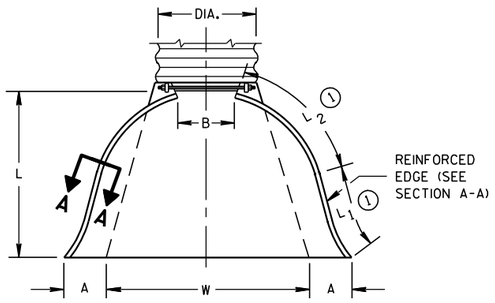
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

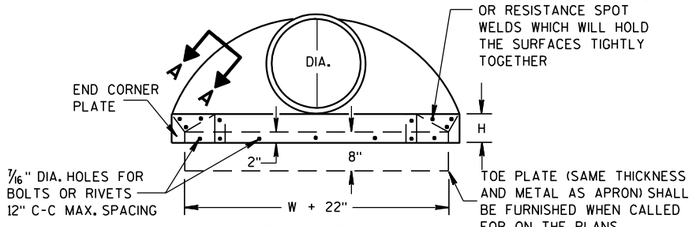
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

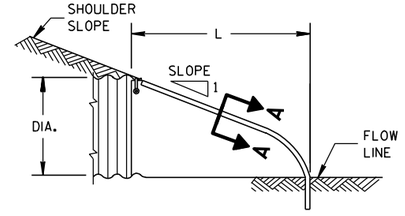
*MINIMUM
**MAXIMUM



PLAN VIEW

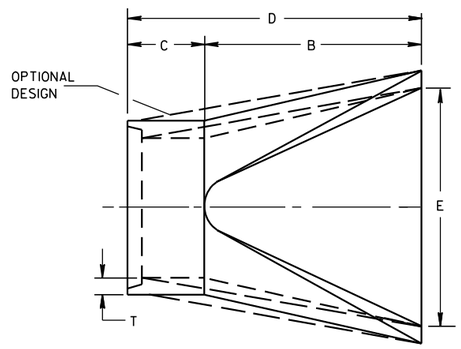


END VIEW

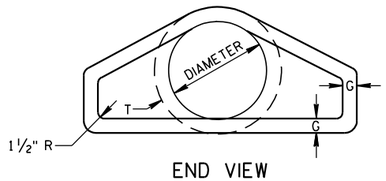


SIDE ELEVATION

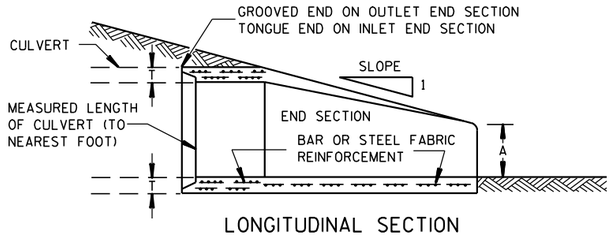
METAL ENDWALLS



PLAN

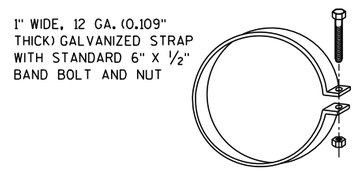


END VIEW



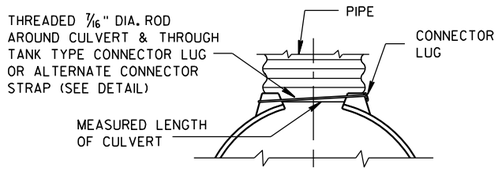
LONGITUDINAL SECTION

CONCRETE ENDWALLS

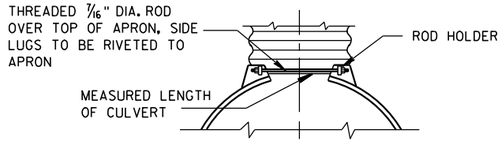


ALTERNATE FOR TYPE 1 CONNECTION

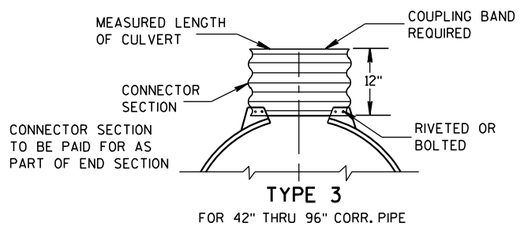
END SECTION CONNECTOR STRAP



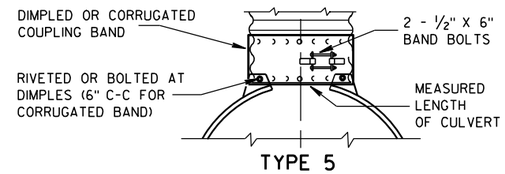
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

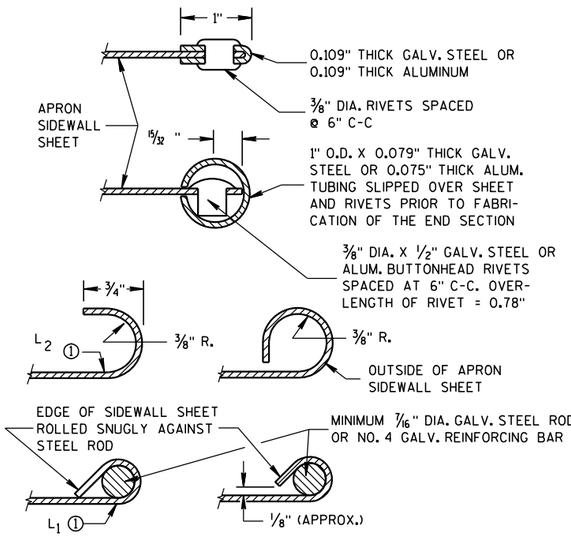
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

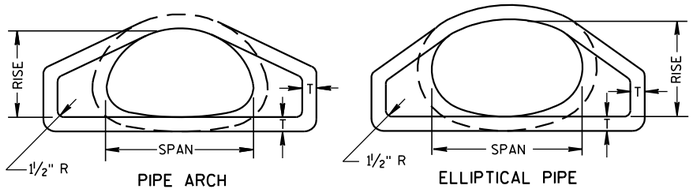
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

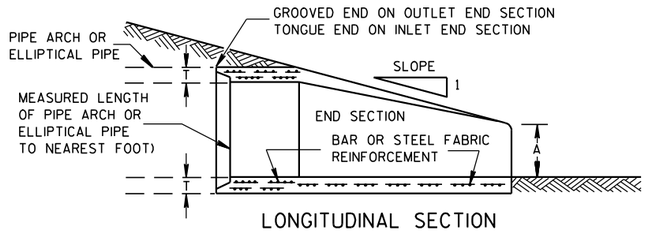
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

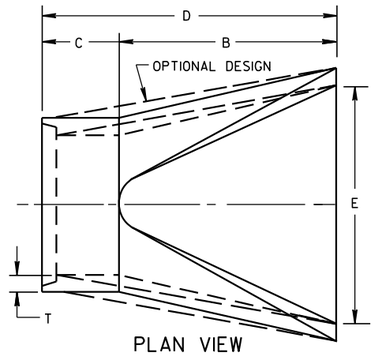
6
S.D.D. 8 F 1-11



END VIEW

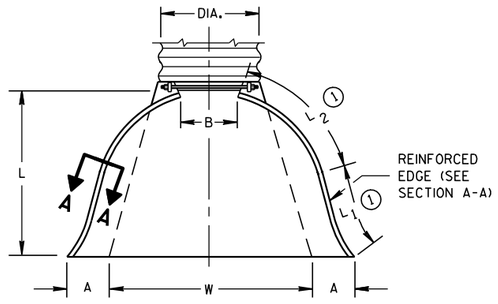


LONGITUDINAL SECTION

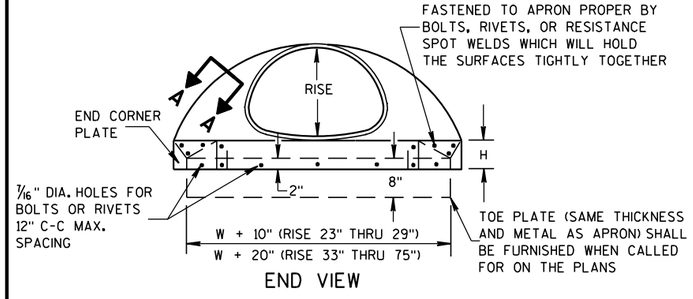


PLAN VIEW

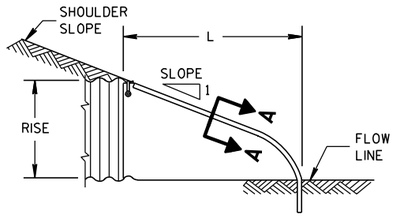
CONCRETE ENDWALLS



PLAN VIEW

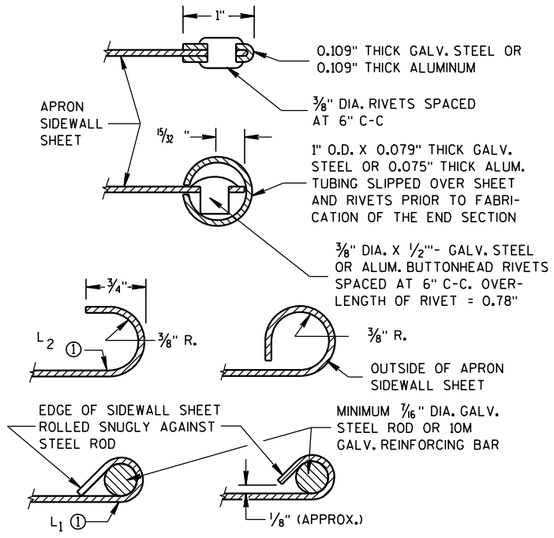


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

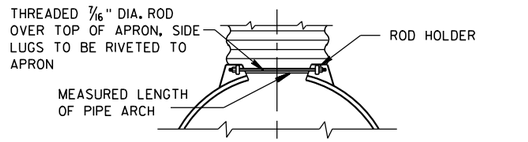
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

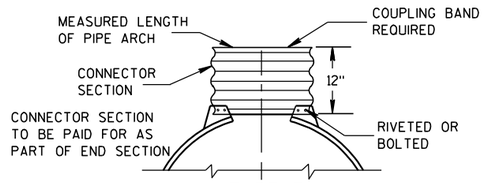
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



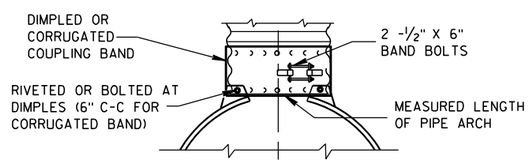
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

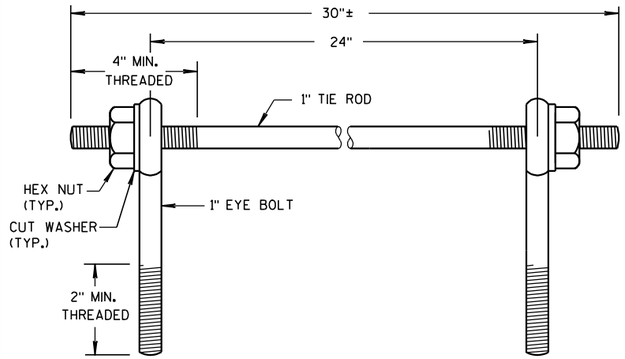
FHWA

6

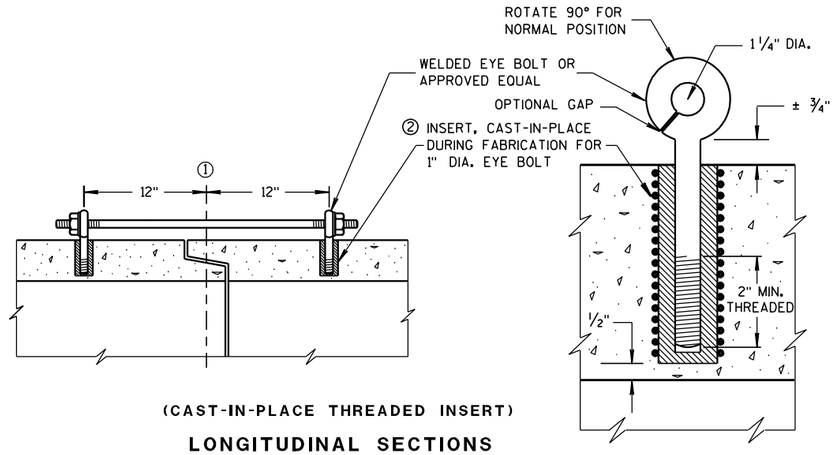
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

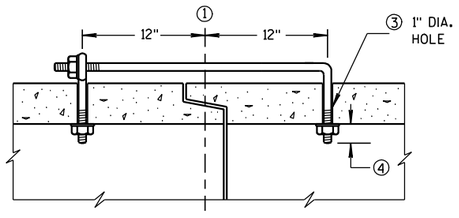
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

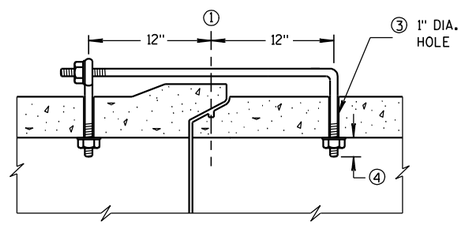
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

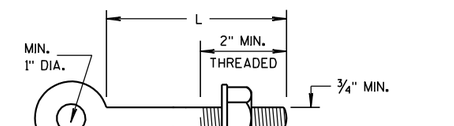


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

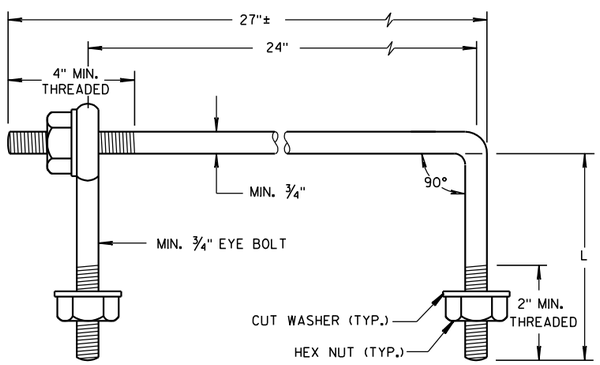
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

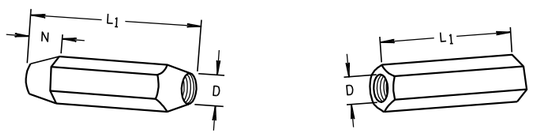
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

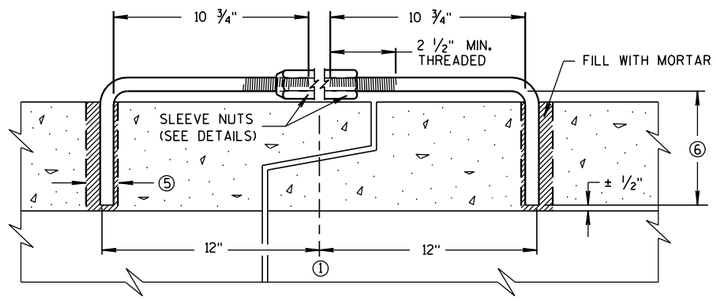
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

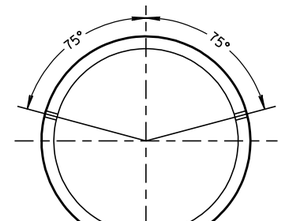
SLEEVE NUTS



LONGITUDINAL SECTION

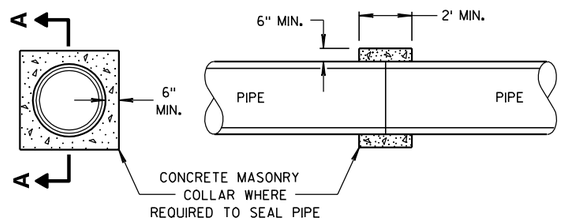
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

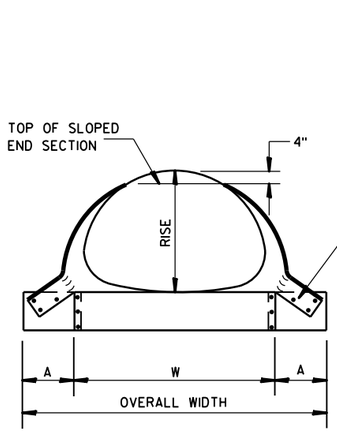
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
246
FHWA

6

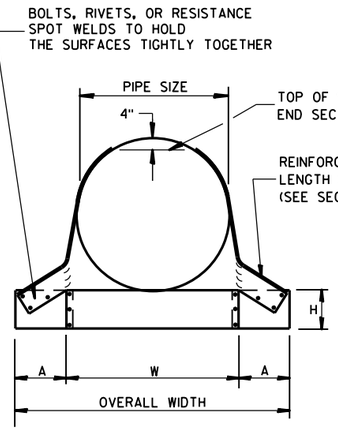
S.D.D. 8 F 4-7

6

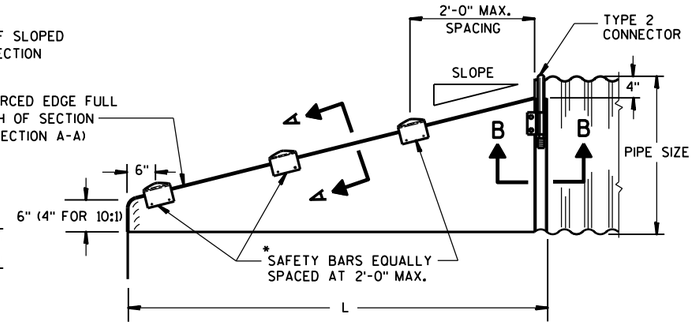
S.D.D. 8 F 4-7



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

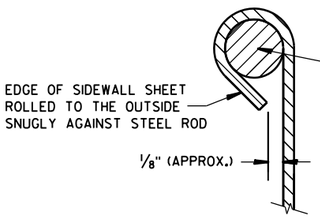
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

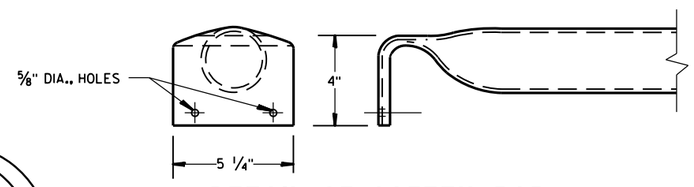
PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



SECTION A-A

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.

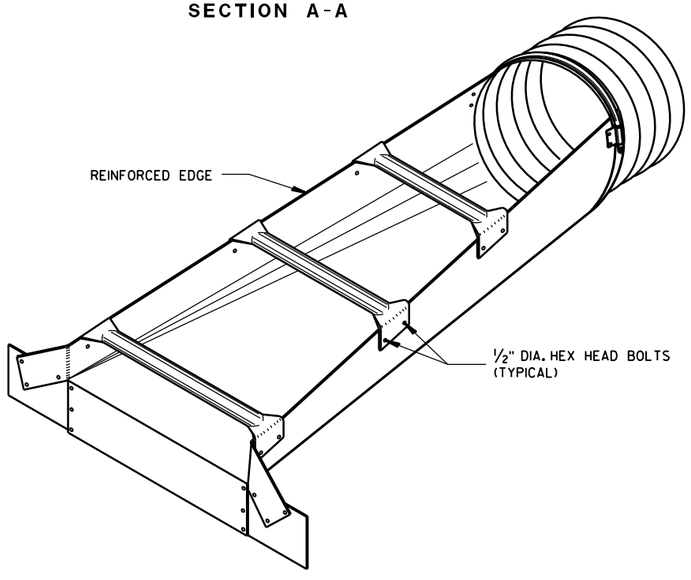


DETAIL OF SAFETY BAR

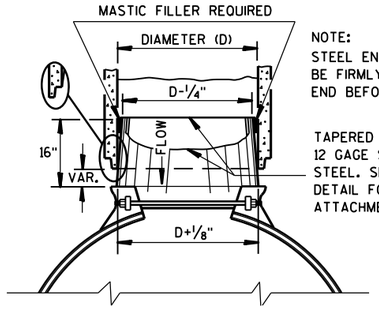
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) ①	DIMENSIONS (Inches) A	H	W	OVERALL WIDTH	L DIMENSIONS SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

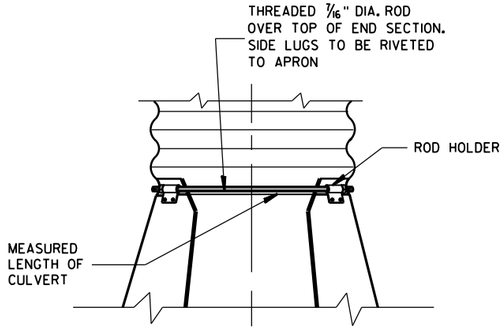
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



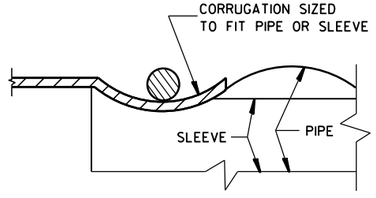
ISOMETRIC VIEW



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2
CONNECTION DETAIL



SECTION B-B

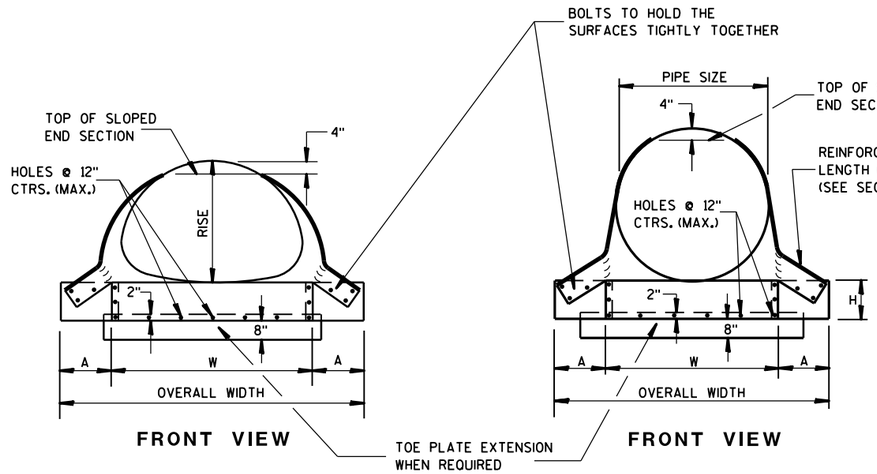
STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/2012 DATE
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

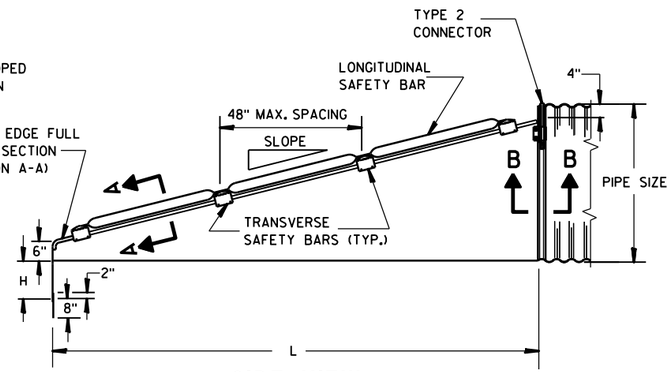
6

S.D.D. 8 F 7-5



FRONT VIEW

FRONT VIEW



SIDE VIEW
(48" SIZE ILLUSTRATED)

GENERAL NOTES

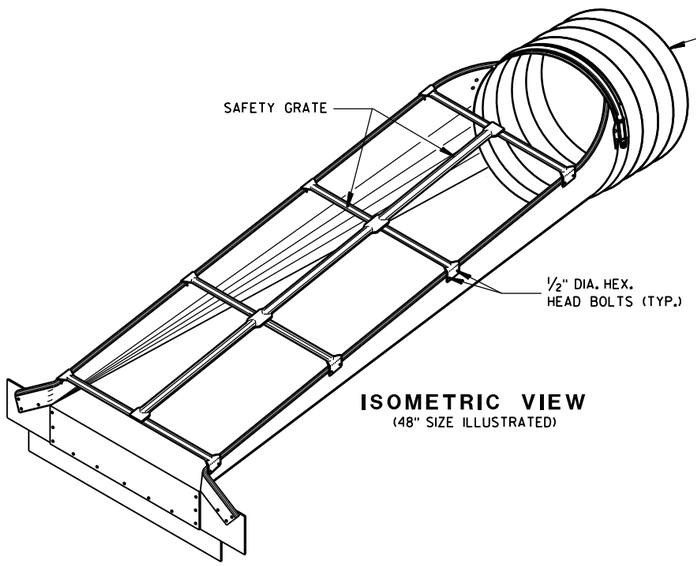
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SAFETY GRATES SHALL BE FABRICATED FROM 3-INCH DIAMETER GALVANIZED PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL. THE LONGITUDINAL BAR SHALL BE WELDED TO THE TRANSVERSE BARS WHERE THE BARS CROSS. THE NUMBER OF TRANSVERSE BARS REQUIRED WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

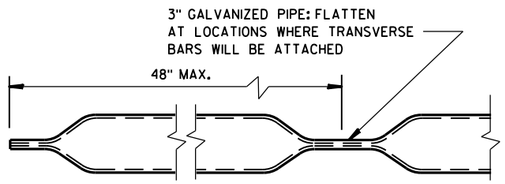
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS

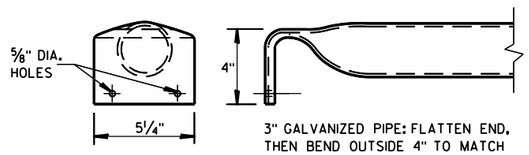
PIPE DIA. (IN.)	MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109	12	16	12	66	98	4:1	200	6:1	300



ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



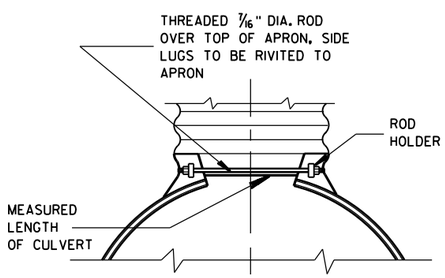
LONGITUDINAL SAFETY BAR



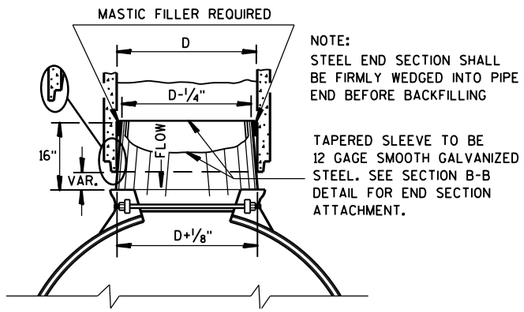
TRANSVERSE SAFETY BAR

STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS

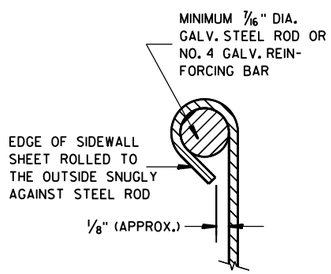
EQUIV. DIA. (IN.)	INCHES		MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	SPAN	RISE	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
30	35	24	.079	14	12	9	41	65	4:1	56	6:1	84
36	42	29	.109	12	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	12	16	12	63	95	4:1	112	6:1	168
54	64	43	.109	12	16	12	70	102	4:1	132	6:1	198
60	71	47	.109	12	16	12	77	109	4:1	148	6:1	222



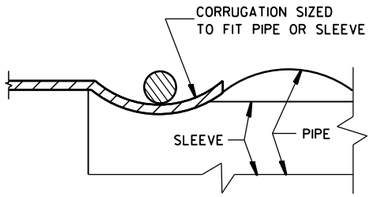
TYPE 2 CONNECTOR DETAIL



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



SECTION A-A



SECTION B-B

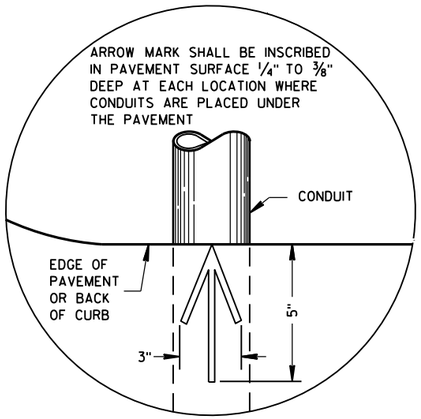
STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

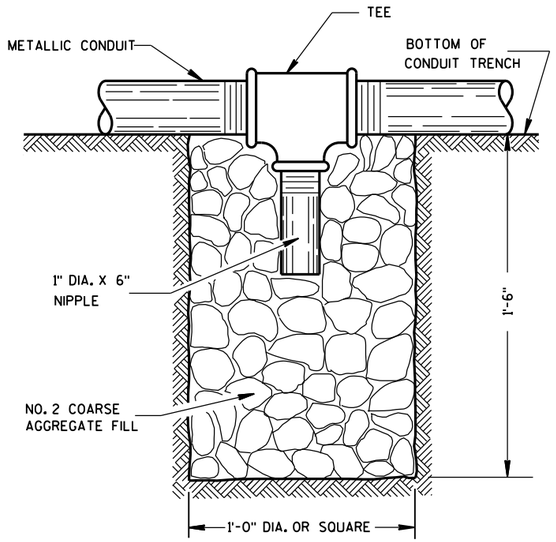
6

S.D.D. 8 F 8-2



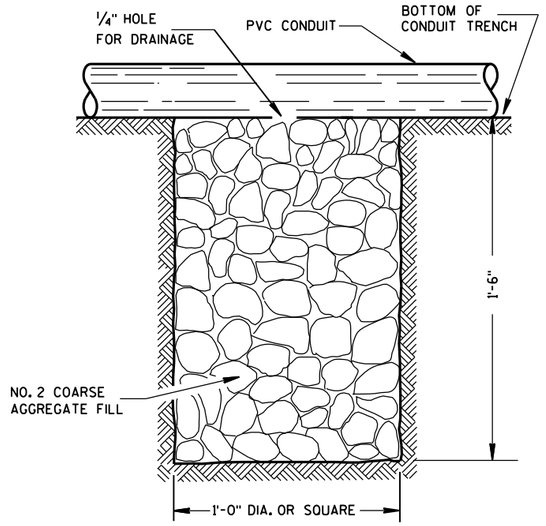
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

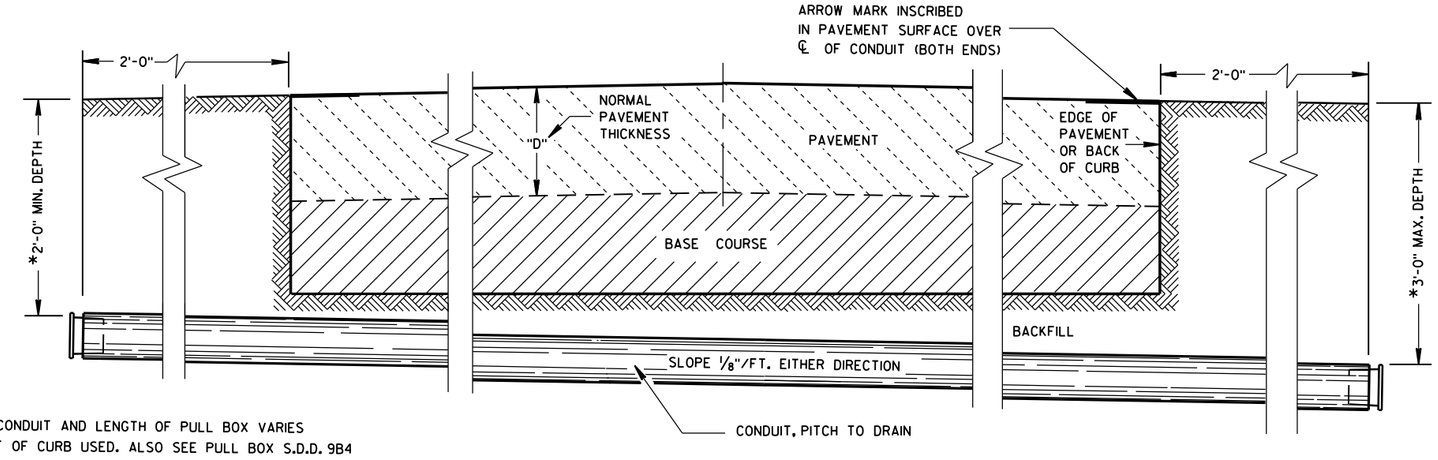
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

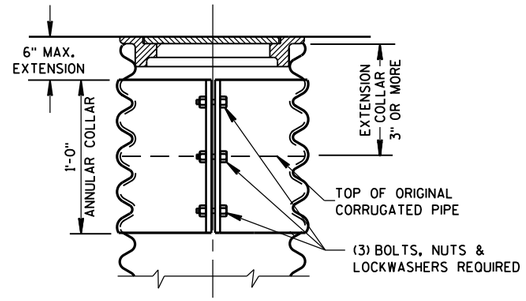
S.D.D. 9 B 2-8

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

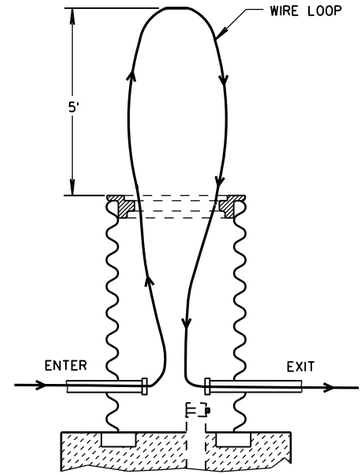
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

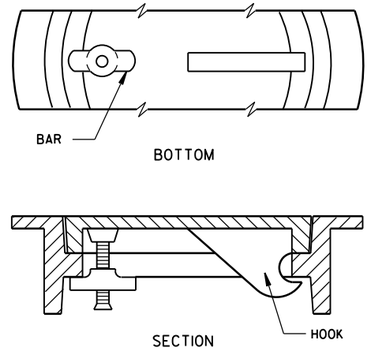
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

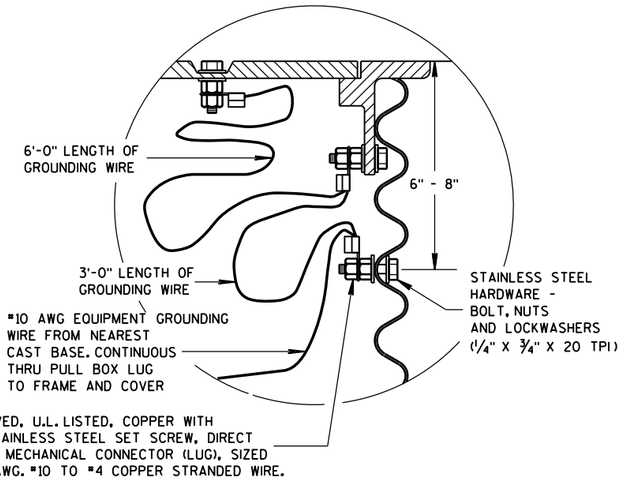


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

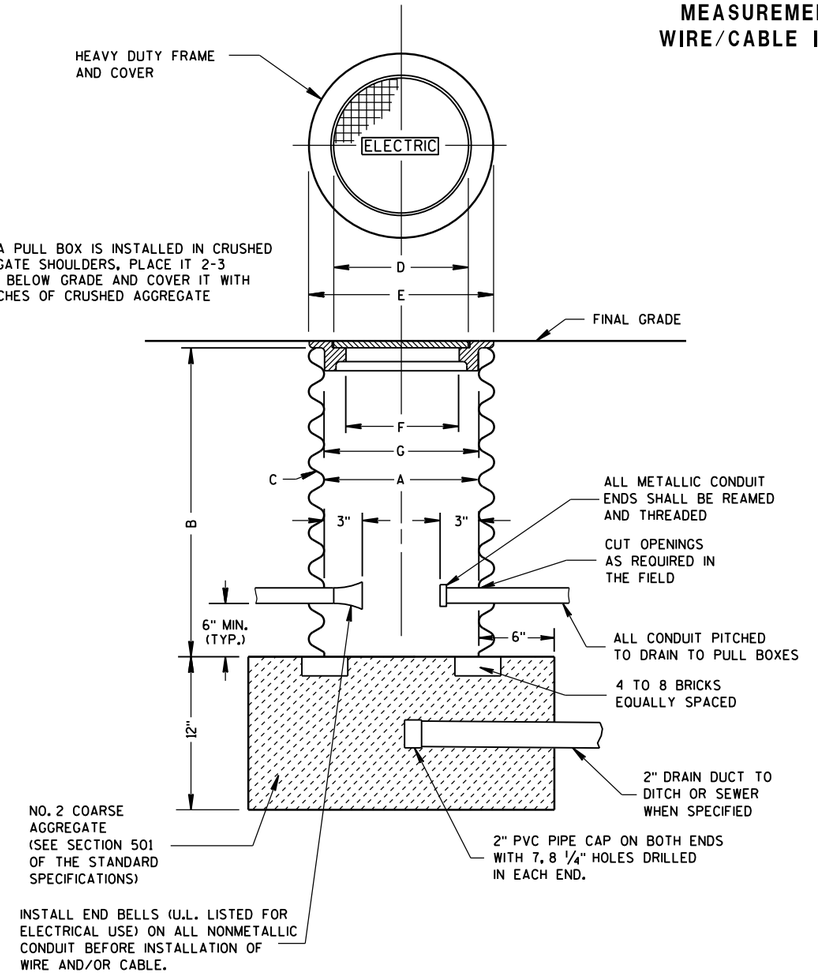


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

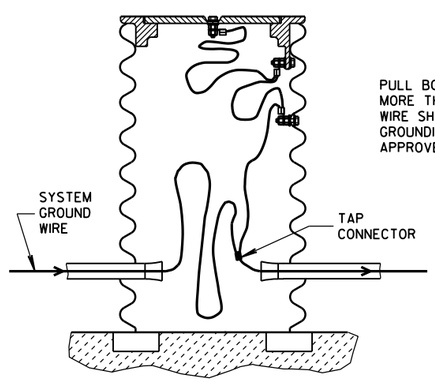
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

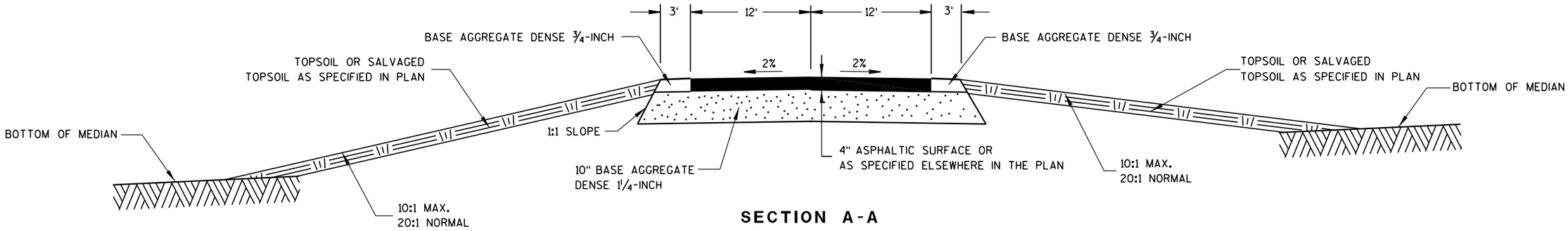
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

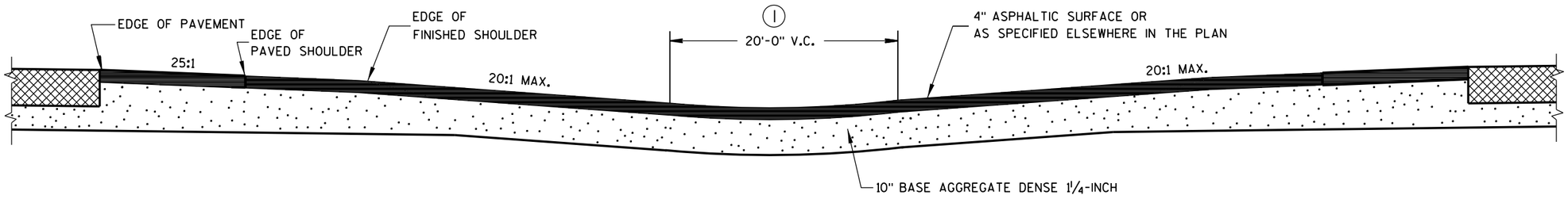
APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 250
FHWA

6

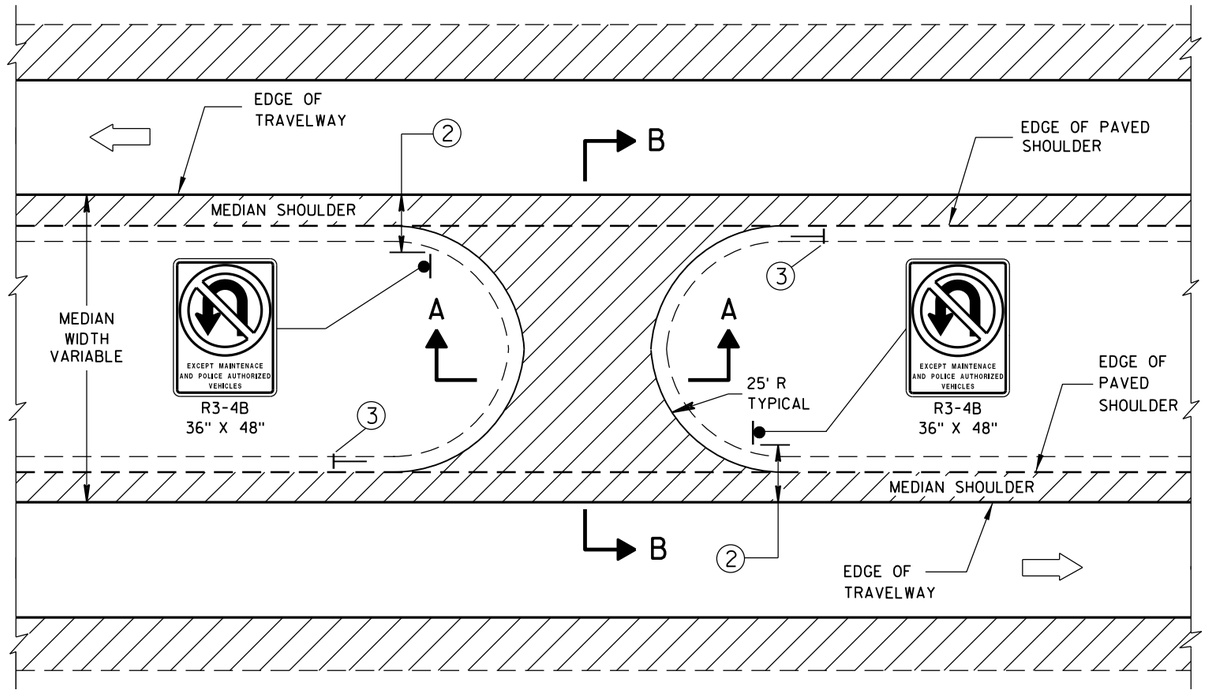
S.D.D. 9 B 4-11



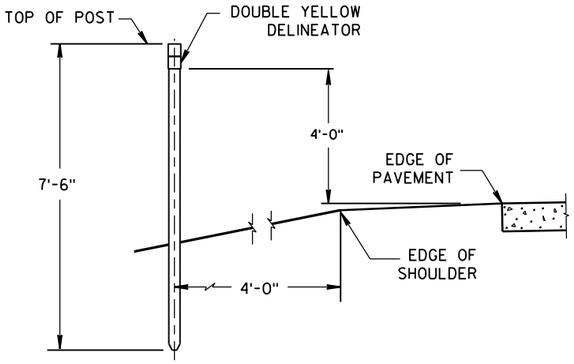
SECTION A-A



SECTION B-B



PLAN VIEW



DOUBLE YELLOW DELINEATOR INSTALLATION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.

(2) SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

(3) INSTALL DOUBLE YELLOW DELINEATOR. SEE STANDARD DETAIL DRAWING 15A2.

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

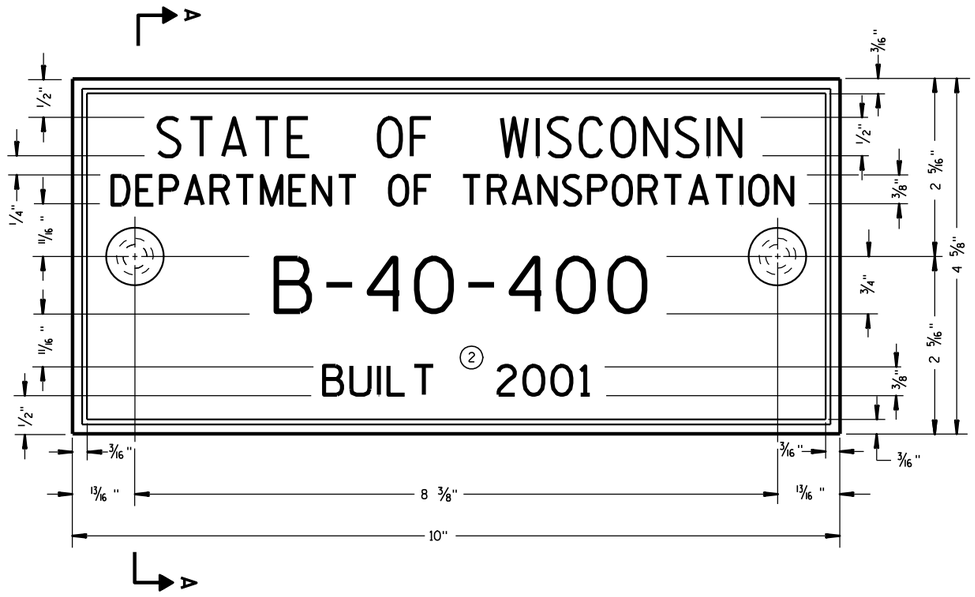
FHWA

6

S.D.D. 11 A 1-5

6

S.D.D. 11 A 1-5



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

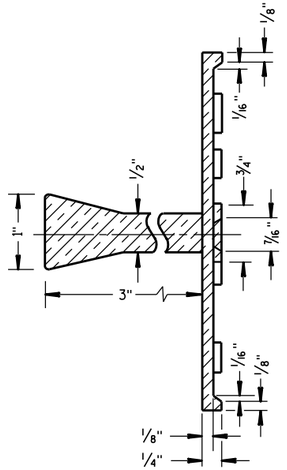
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

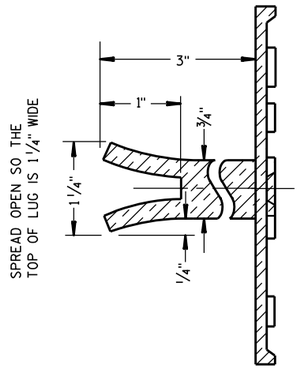
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

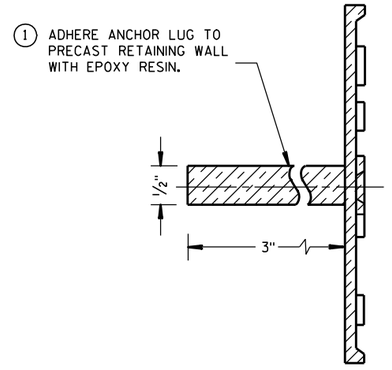
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck-- CHIEF STRUCTURAL DEVELOP 252 ENGINEER

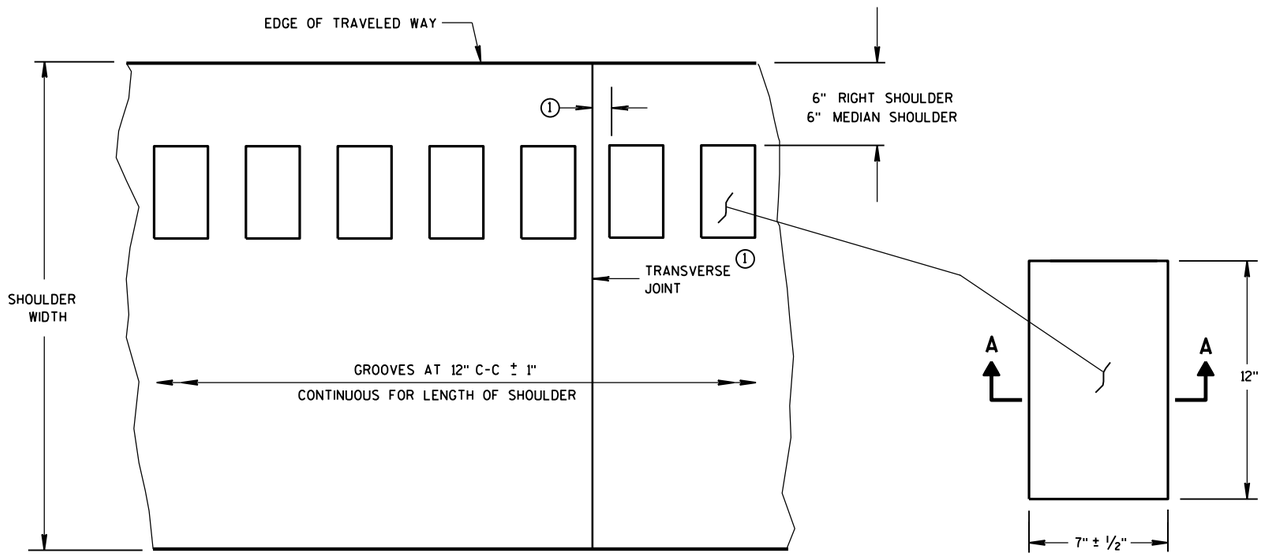
FHWA

6

S.D.D. 12 A 3-10

6

S.D.D. 12 A 3-10



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

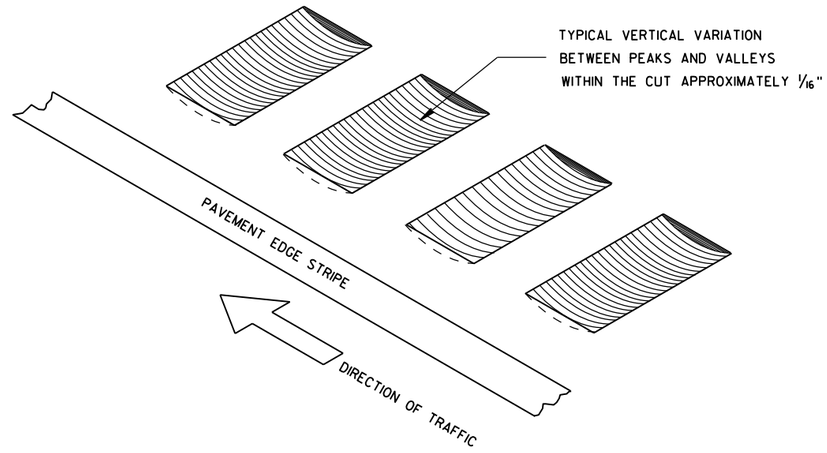
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

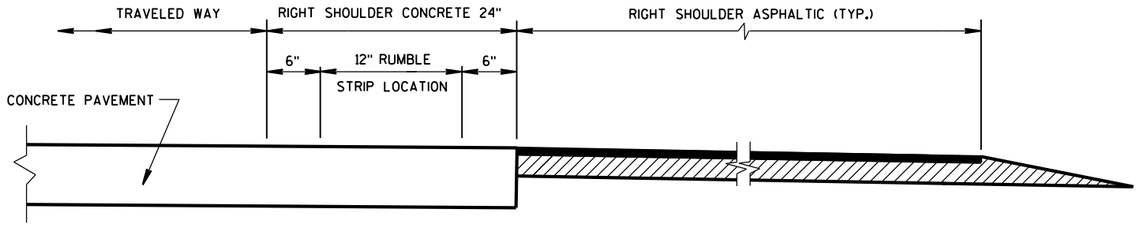
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

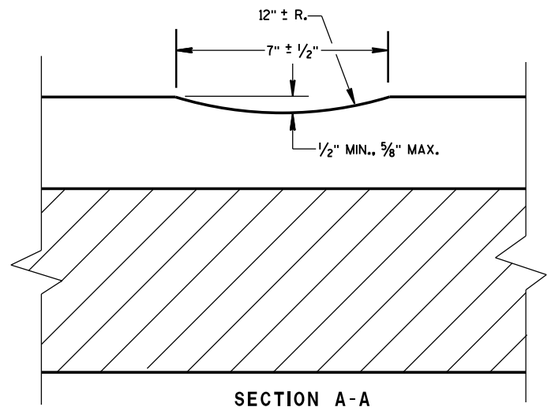
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



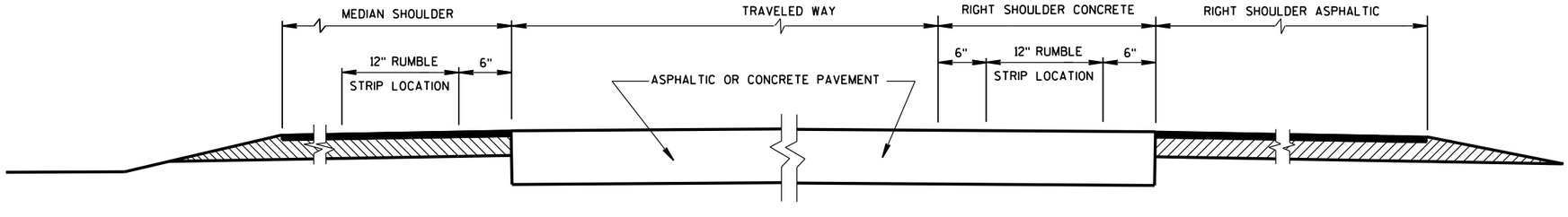
ISOMETRIC



SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION A-A



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)

SHOULDER RUMBLE STRIP, MILLING

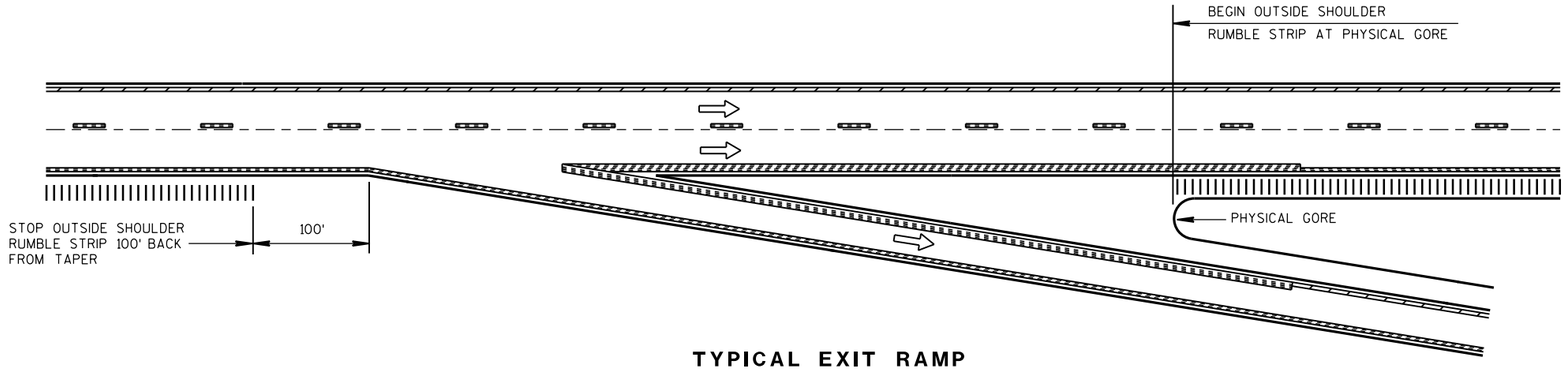
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 A 5-5a

6

S.D.D. 13 A 5-5a



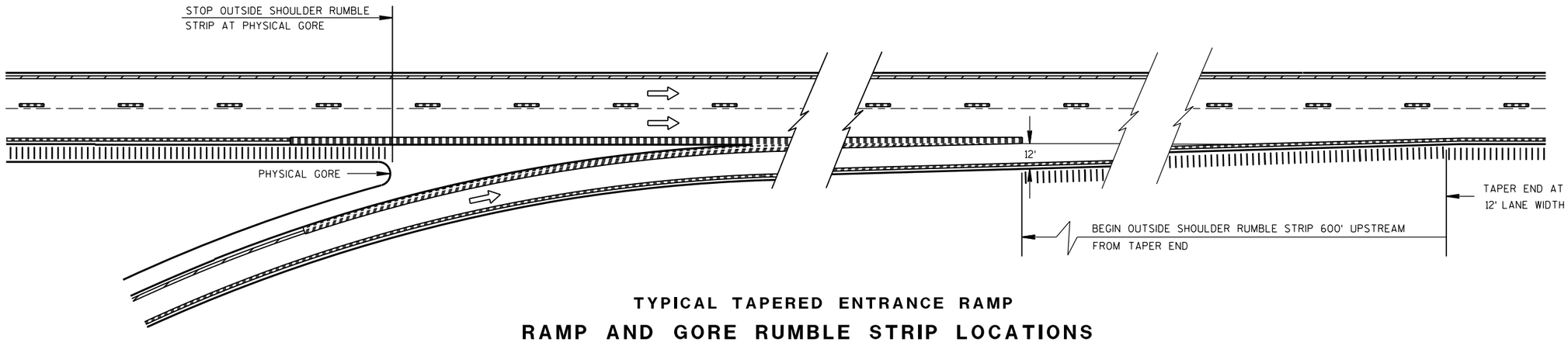
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

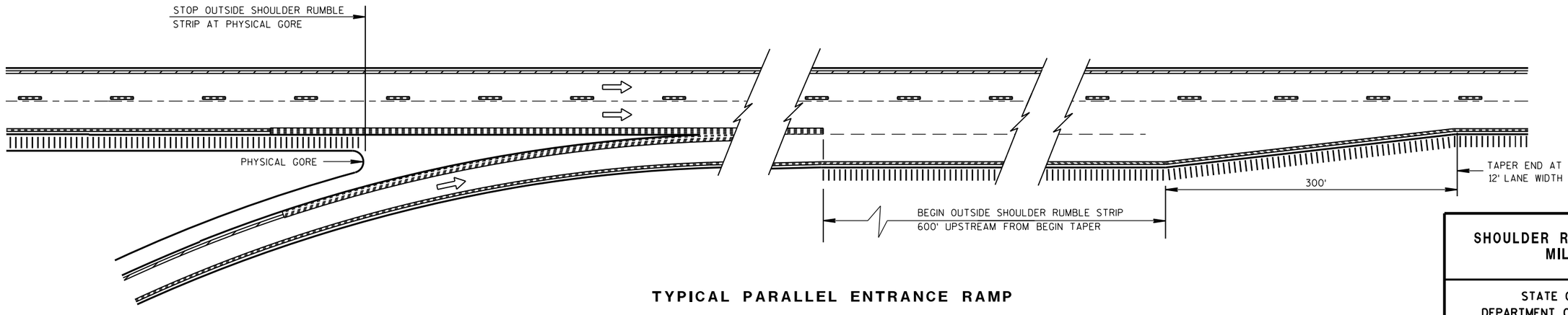
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

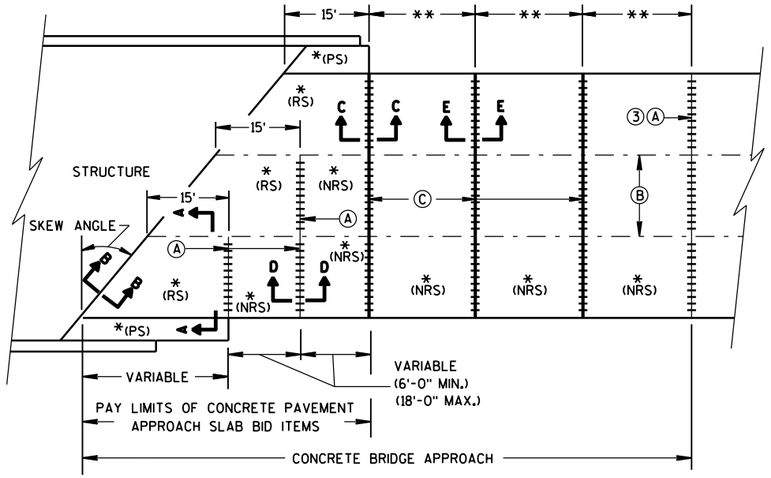
/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

FHWA

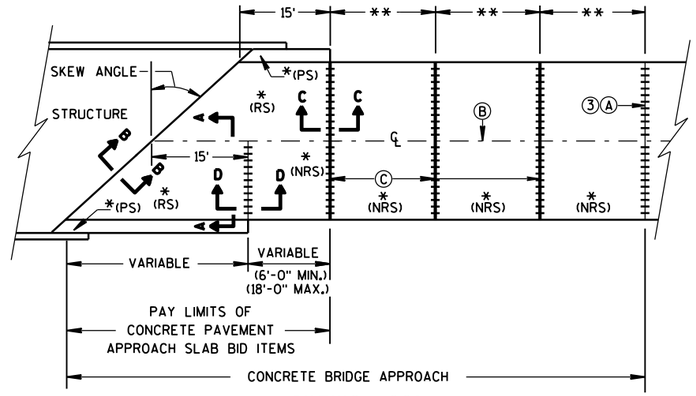
ENT

6

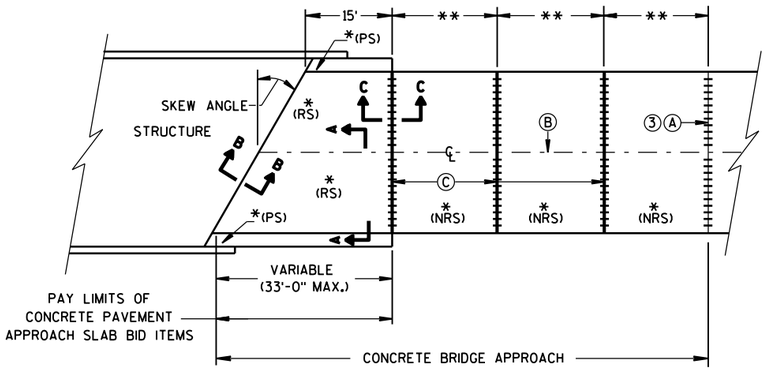
S.D.D. 13 A 5-5b



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >30°
(PAVEMENT WIDTH ≤30')



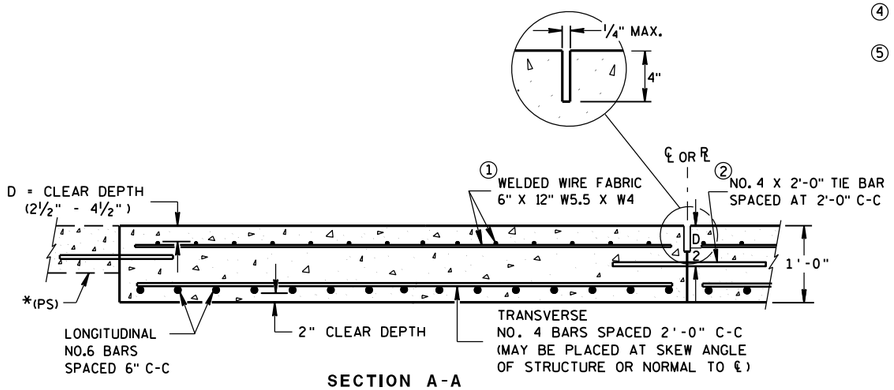
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

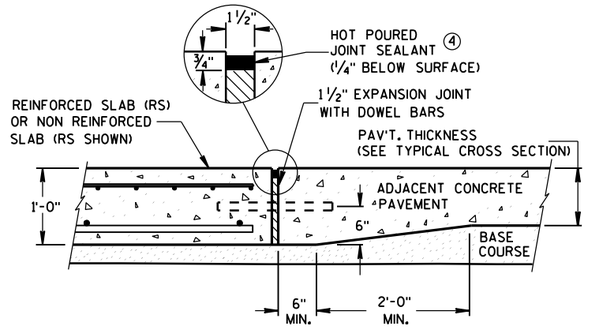
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN (SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING (SEE SDD 13C4, SDD 13C11, & SDD 13C13)
***STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11, & SDD 13C13)

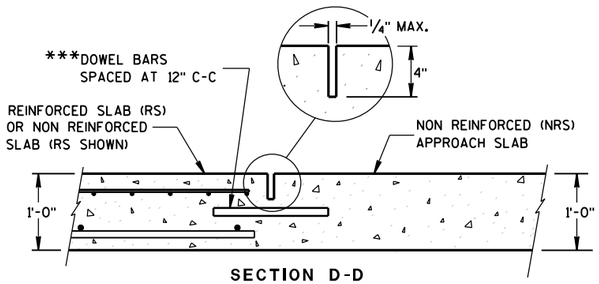
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
(B) STANDARD LONGITUDINAL JOINT AND TIE BARS.
(C) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



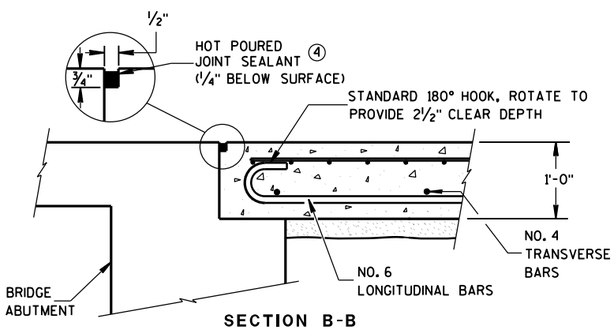
SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

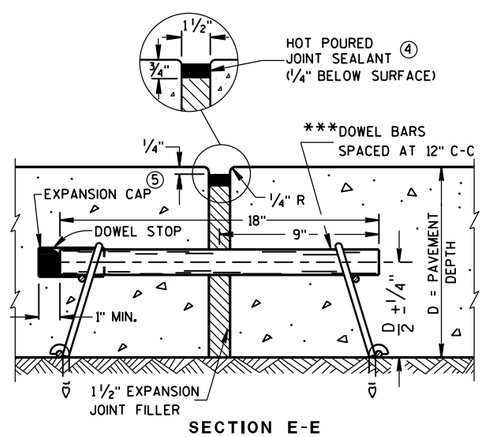
THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

1. THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.
2. THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.
3. DO NOT DOWEL A CONTRACTION JOINT THAT ABUTS AN HMA PAVEMENT.
4. USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.
5. PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



SECTION E-E
EXPANSION JOINT

CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

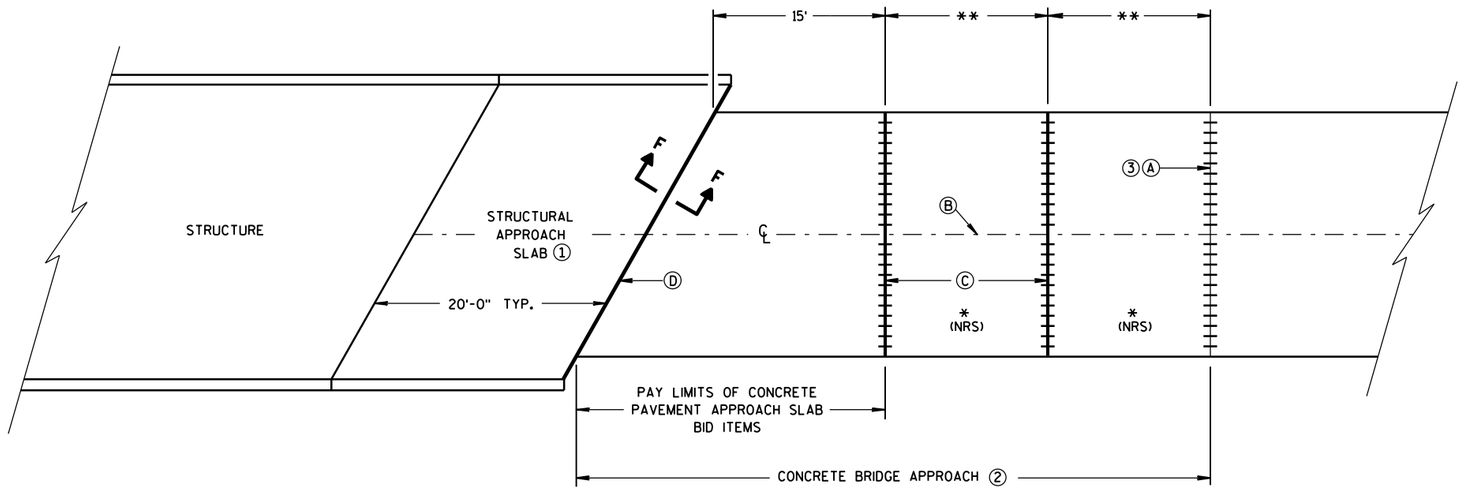
APPROVED
June, 2014 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE
255
EER
FHWA

6

S.D.D. 13 B 2-7a

6

S.D.D. 13 B 2-7a



BRIDGE APPROACHES

GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE BRIDGE APPROACH.

① CONFORM TO APPLICABLE BRIDGE MANUAL STANDARD DRAWINGS FOR *STRUCTURAL APPROACH SLABS* (SEE CHAPTER 12 - ABUTMENTS).

② CONFORM TO SHEET (a) OF THIS SET FOR *CONCRETE BRIDGE APPROACH* DETAILS, WITH ONE EXCEPTION — WHEN CONSTRUCTING A *CONCRETE BRIDGE APPROACH* NEXT TO A *STRUCTURAL APPROACH SLAB*, AS SHOWN IN THE DETAIL DRAWING, THE *CONCRETE BRIDGE APPROACH* WILL ONLY HAVE TWO EXPANSION JOINTS; THE THIRD EXPANSION JOINT IS AT THE END OF THE *STRUCTURAL APPROACH SLAB*.

③ DO NOT DOWEL A CONTRACTION JOINT THAT ABUTS AN HMA PAVEMENT.

*(NRS) = NON-REINFORCED CONCRETE SLAB

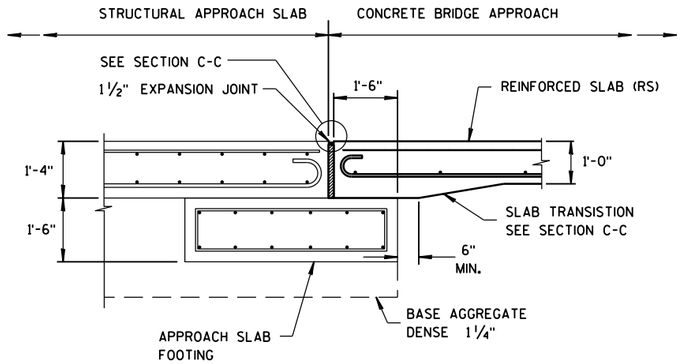
**STANDARD TRANSVERSE JOINT SPACING (SEE SDD 13C4, SDD 13C11, & SDD 13C13)

Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄

Ⓑ STANDARD LONGITUDINAL JOINT AND TIE BARS.

Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄

Ⓓ 1½" EXPANSION JOINT (NO DOWELS)



SECTION F-F

FOOTING DETAIL

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

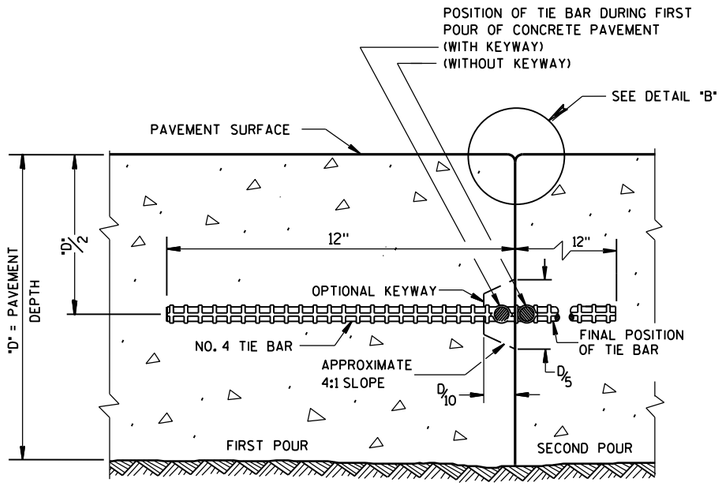
STRUCTURAL APPROACH SLAB AND CONCRETE BRIDGE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

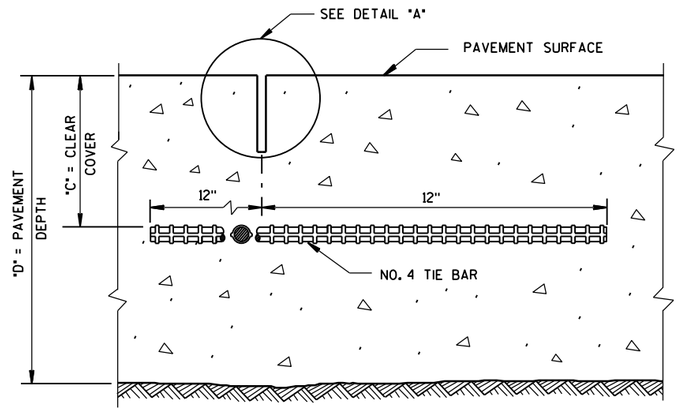
APPROVED
June, 2014 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DE
FHWA
EER

6

S.D.D. 13 B 2-7b



CONSTRUCTION JOINT



SAWED JOINT

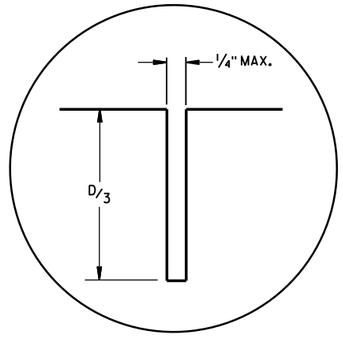
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

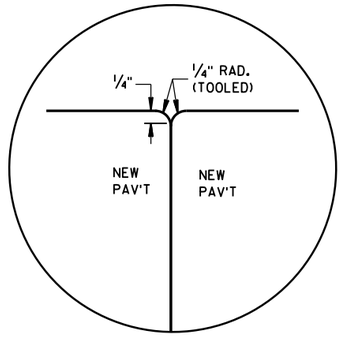
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

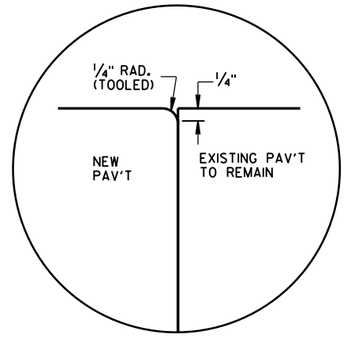
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



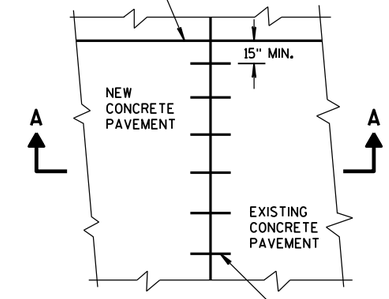
DETAIL "A"



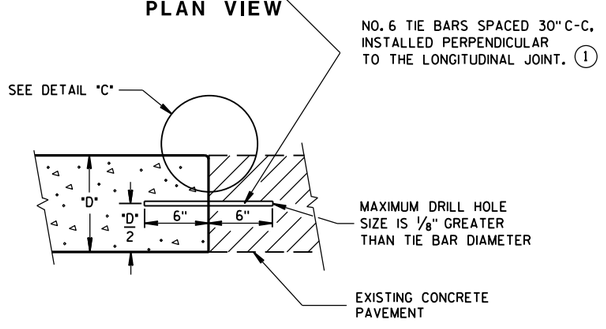
DETAIL "B"



DETAIL "C"



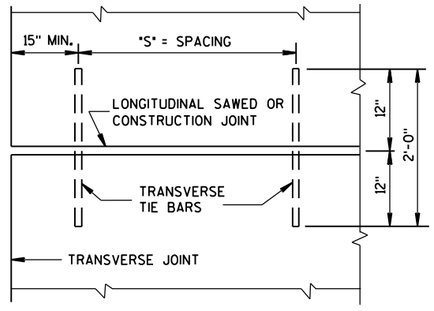
PLAN VIEW



SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥30'
6, 6 1/2"	3"±1/2"	48"	42"
7, 7 1/2"	3 1/4"±1"	45"	36"
8, 8 1/2"	3 3/4"±1"	39"	30"
9, 9 1/2"	4 1/4"±1"	33"	27"
10, 10 1/2"	4 3/4"±1"	30"	24"
11, 11 1/2"	5 1/4"±1"	27"	21"
12"	5 3/4"±1"	24"	21"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

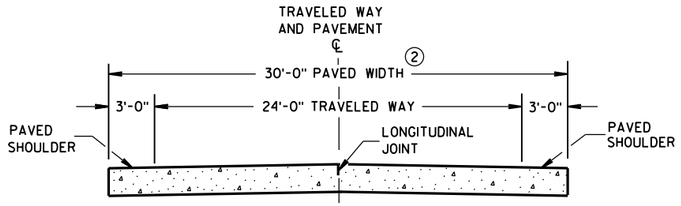
APPROVED
9/2014 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

6

S.D.D. 13 C 1-17

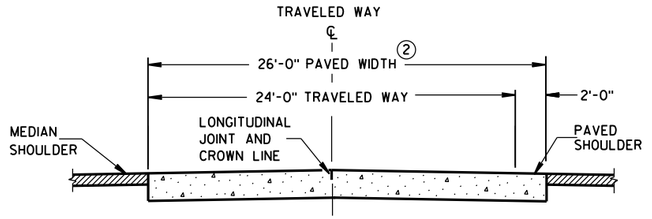
6

S.D.D. 13 C 1-17

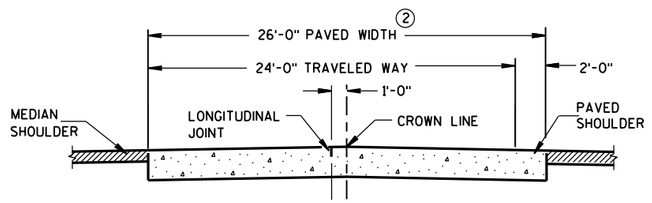


SECTION A-A ①

TWO-LANE TWO-WAY HIGHWAY



SECTION B-B



ALTERNATIVE SECTION B-B ①

DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

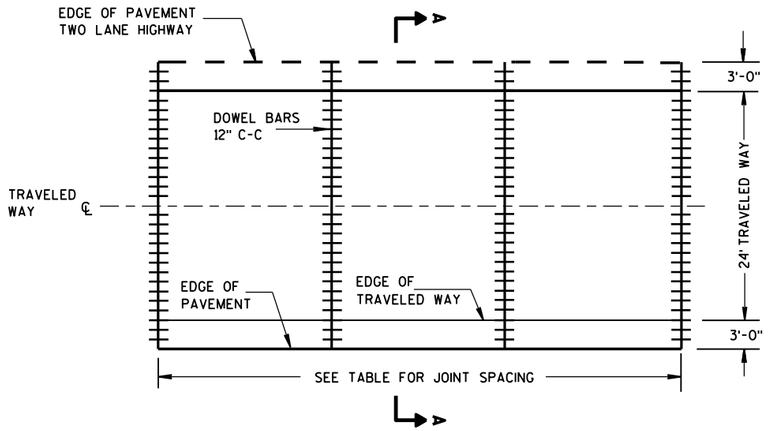
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

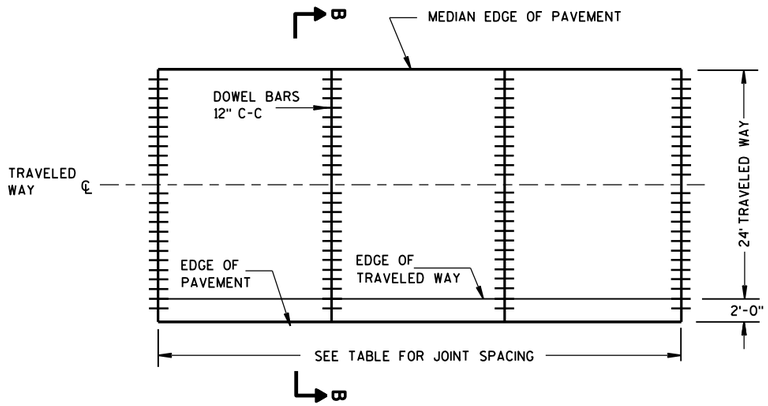
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



CONTRACTION JOINT LAYOUT
FOR TWO-LANE TWO-WAY HIGHWAY



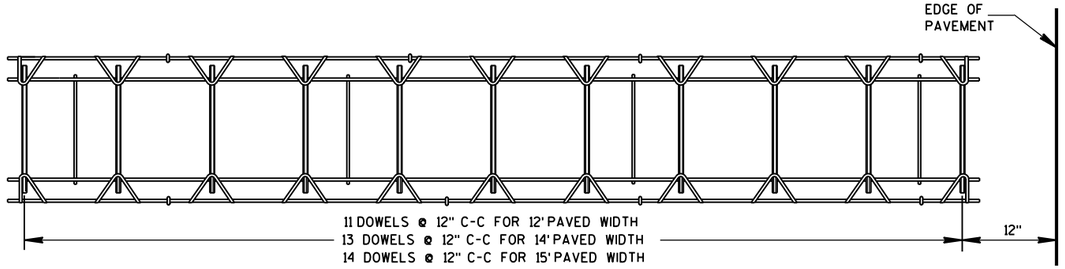
CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED
CONCRETE PAVEMENT

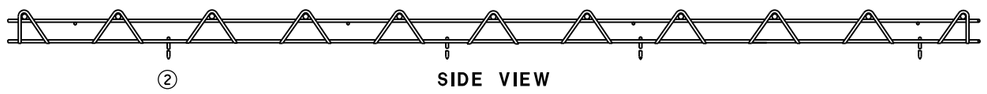
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 C 11-11a



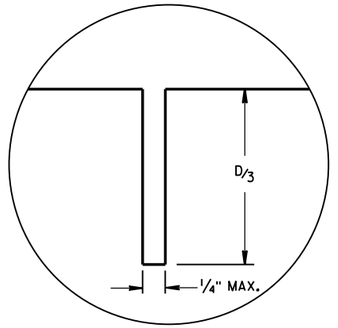
PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

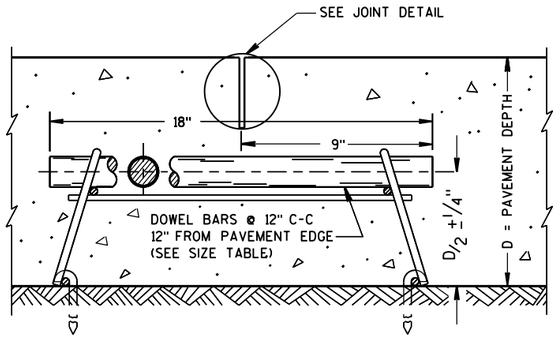
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

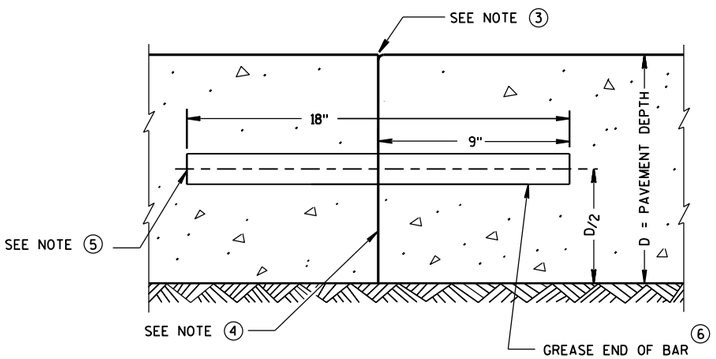
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

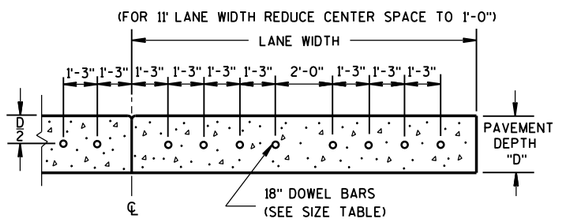
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

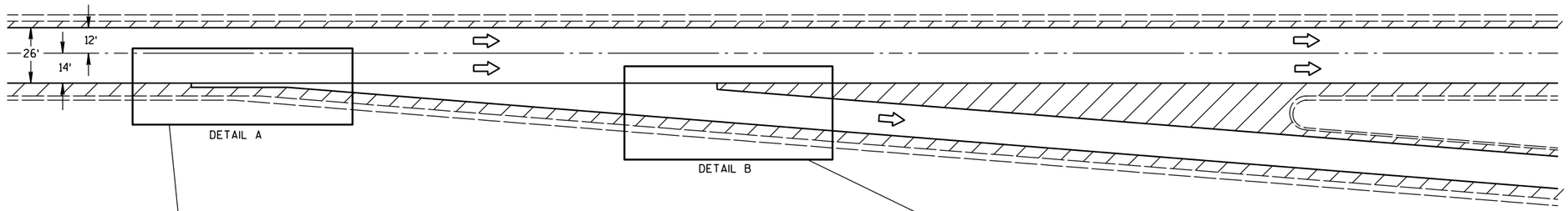
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff PAVEMENT POLICY & DE ENGINEER
FHWA

6

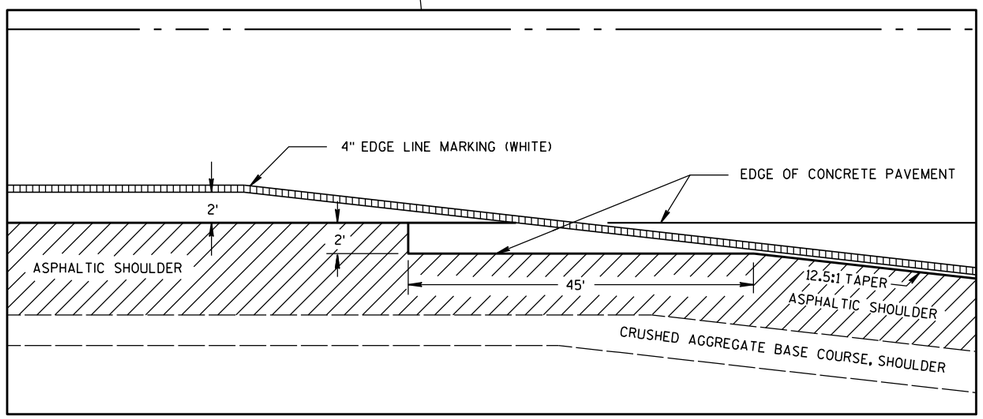
S.D.D. 13 C 11-11b

6

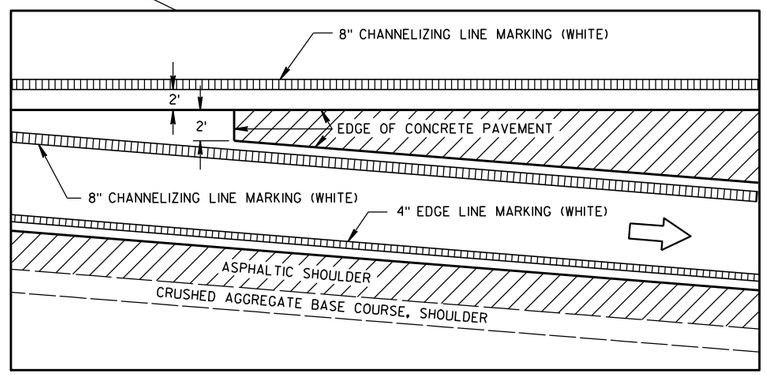
S.D.D. 13 C 11-11b



EXIT RAMP DETAIL



DETAIL A



DETAIL B

CONCRETE JOINT PAVING DETAILS

GENERAL NOTES

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

SEE SDD 13 A 4-4c OR SDD 13 A 5-1b FOR RAMP AND GORE RUMBLE STRIP LOCATION.

CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI

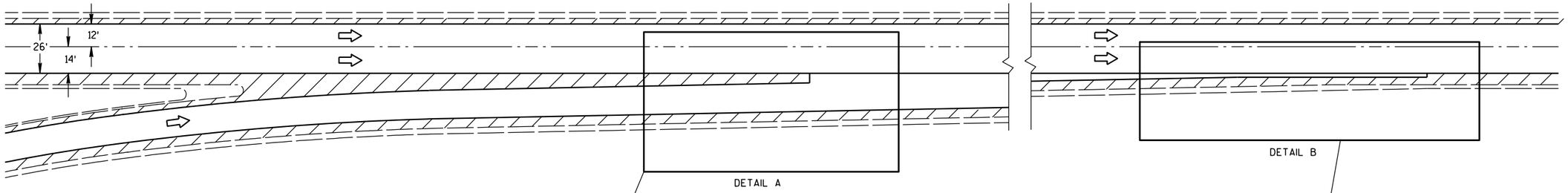
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

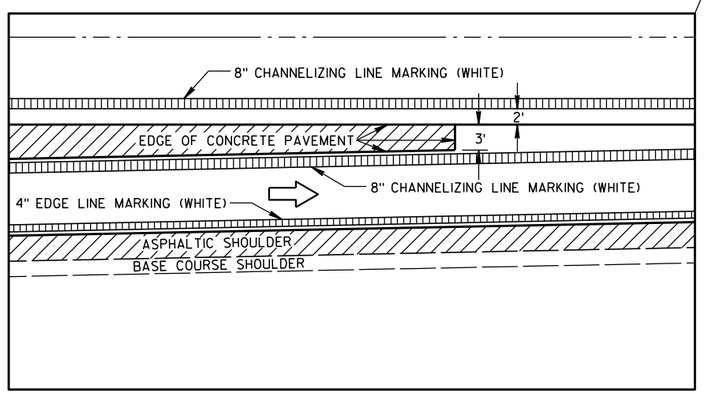
S.D.D. 13 C 17-1a

6

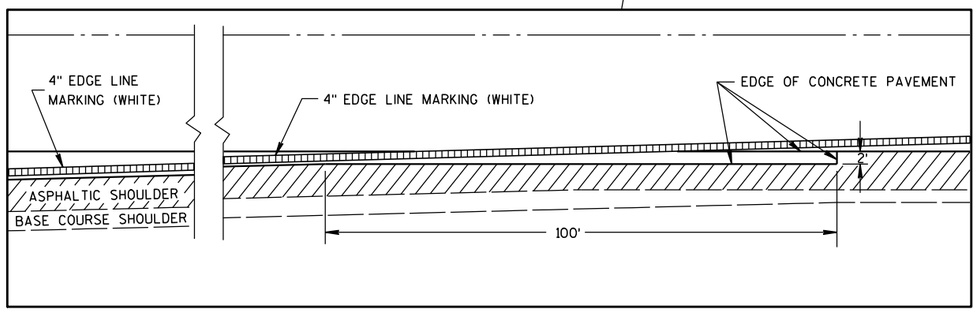
S.D.D. 13 C 17-1a



ENTRANCE RAMP DETAIL



DETAIL A



DETAIL B

CONCRETE JOINT PAVING DETAILS

GENERAL NOTES

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

SEE SDD 13 A 4-4c OR SDD 13 A 5-1b FOR RAMP AND GORE RUMBLE STRIP LOCATION.

CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/27/98
DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

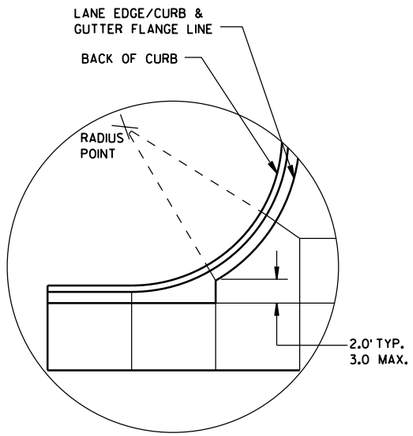
FHWA

6

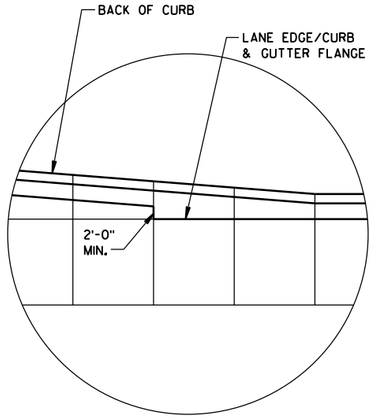
S.D.D. 13 C 17-1b

6

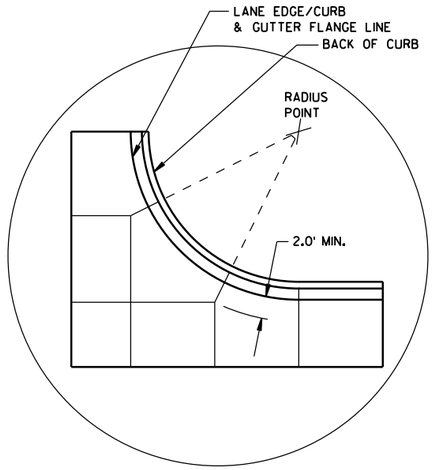
S.D.D. 13 C 17-1b



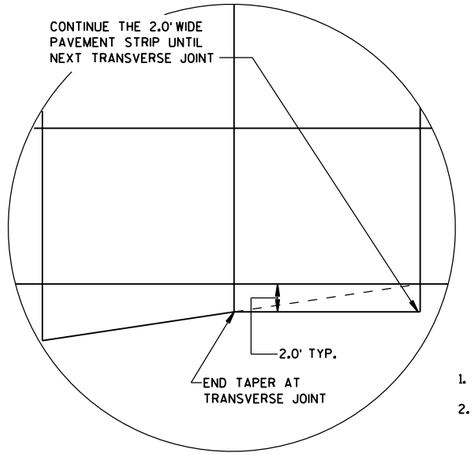
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

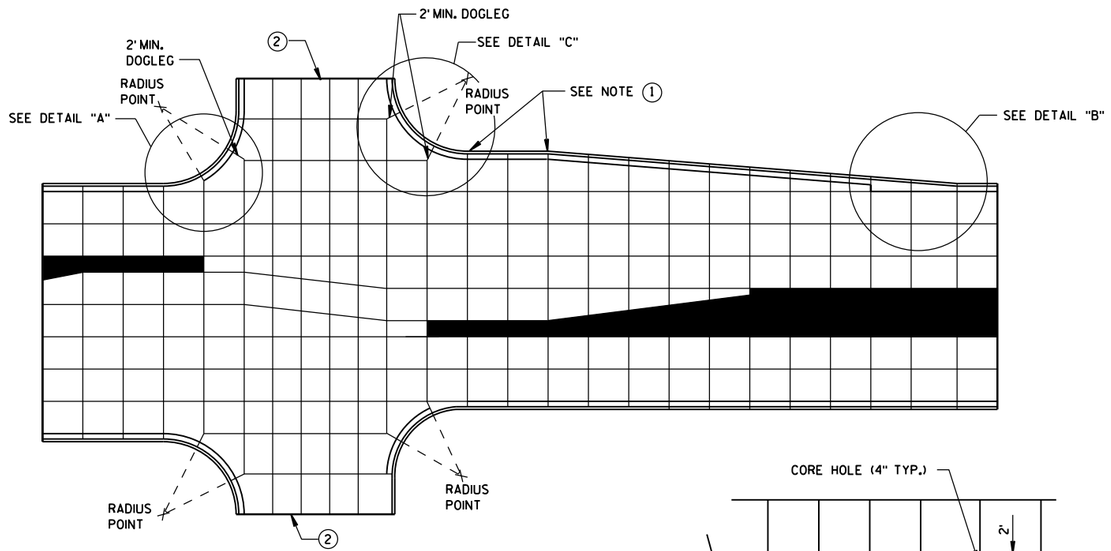
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

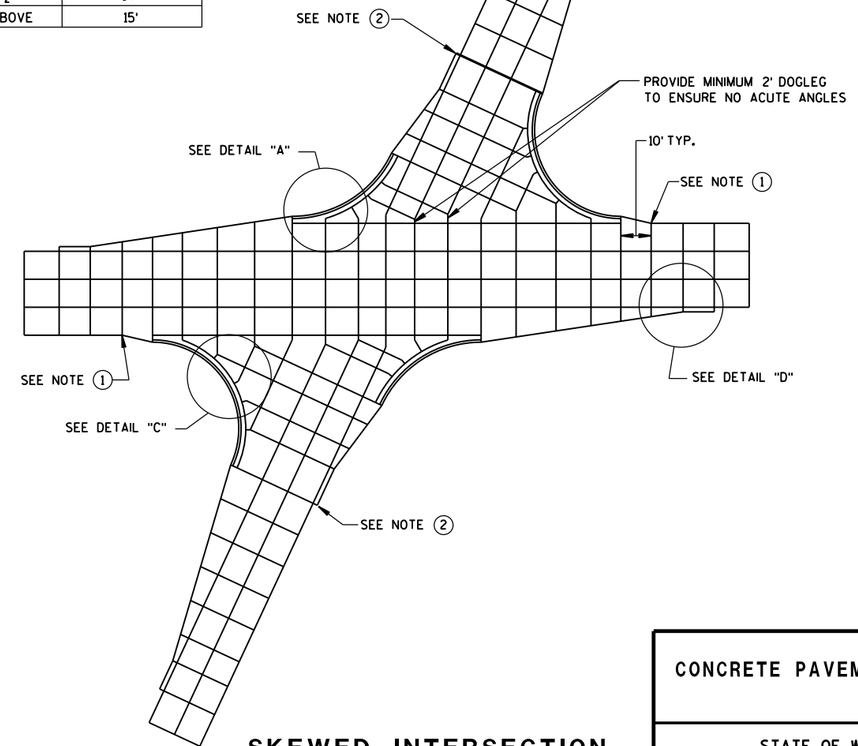
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



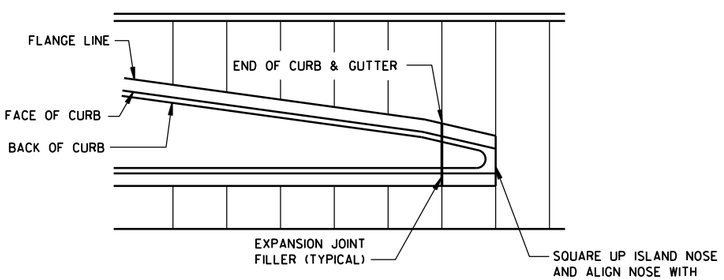
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

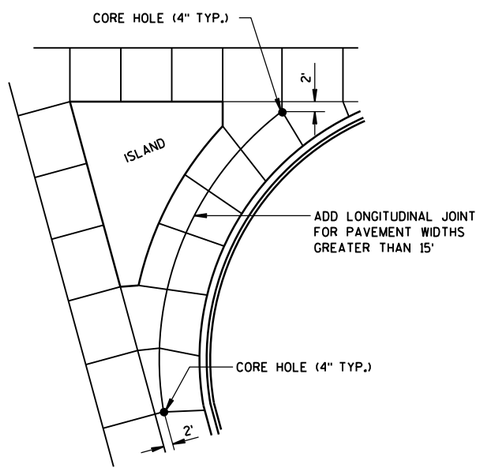
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

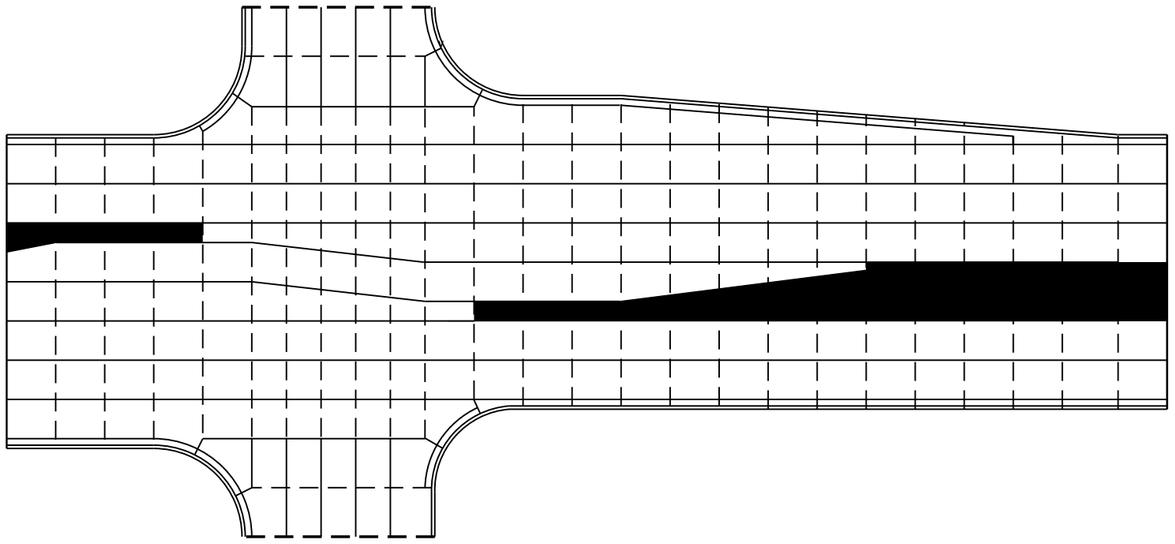
S.D.D. 13 C 18-2a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

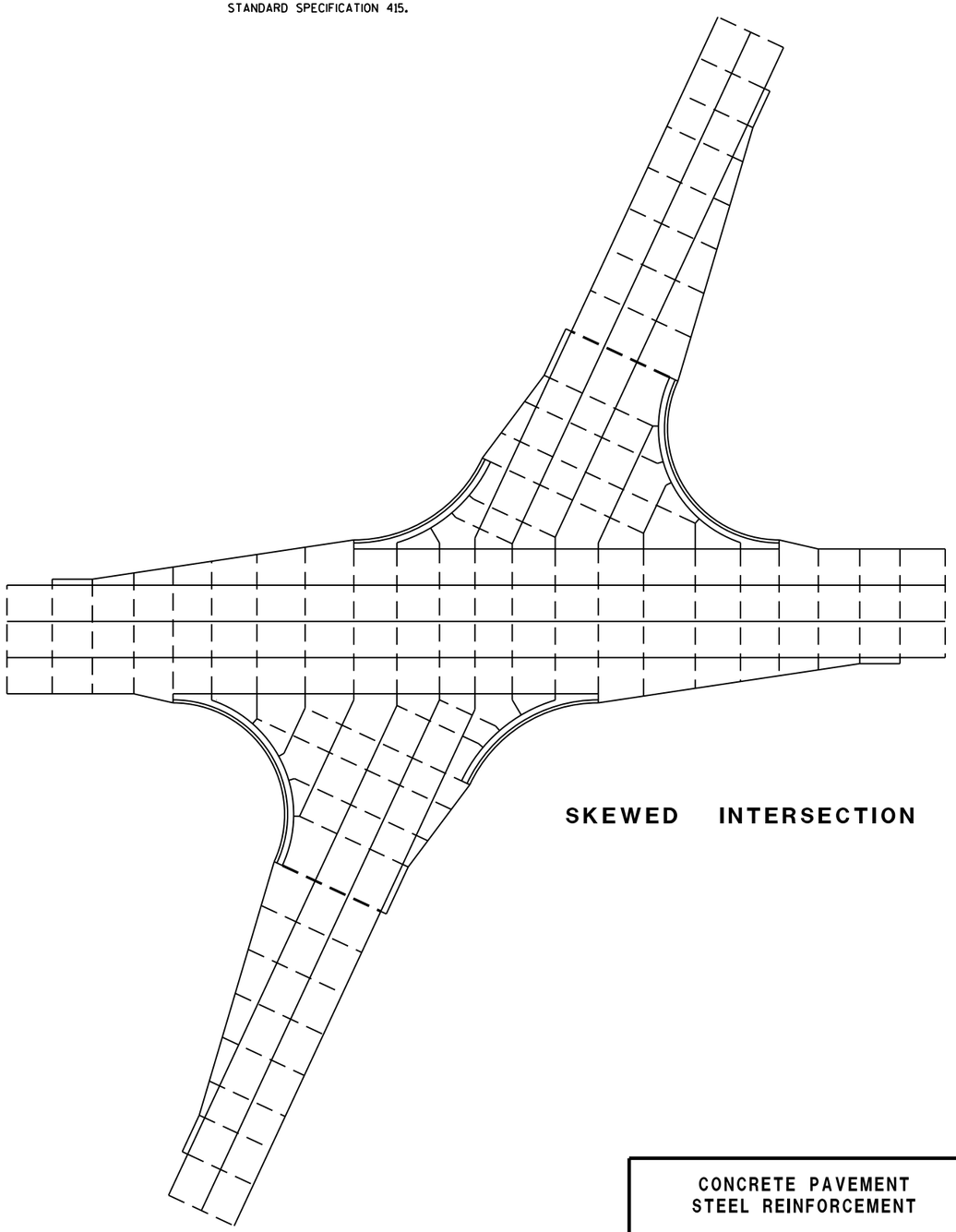
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

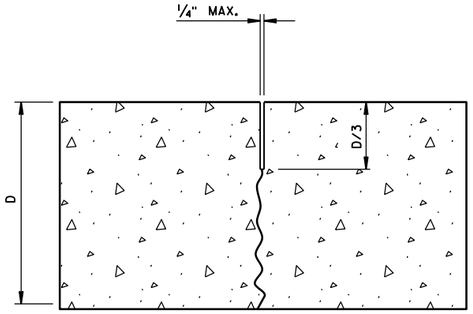
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

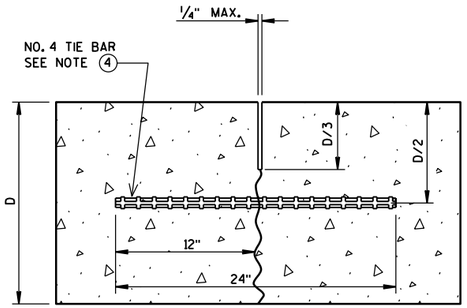
S.D.D. 13 C 18-2b

6

S.D.D. 13 C 18-2b



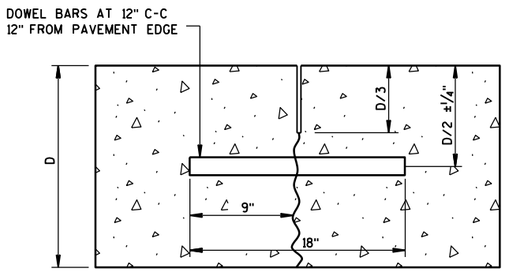
UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

GENERAL NOTES

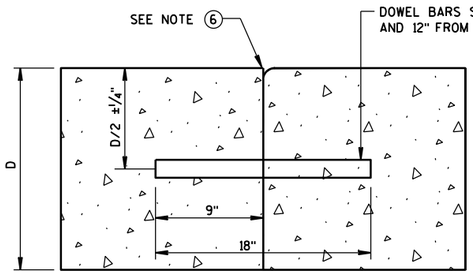
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. SPACE TIE BARS AT LONGITUDINAL CONSTRUCTION OR CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C1.
5. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
6. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.



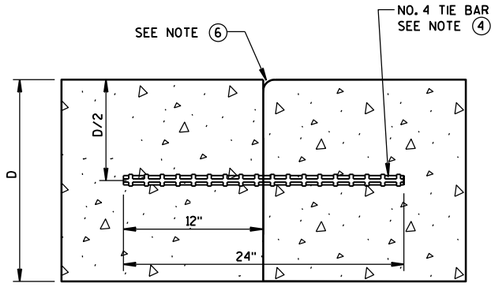
DOWELED-TRANSVERSE

CONTRACTION JOINTS

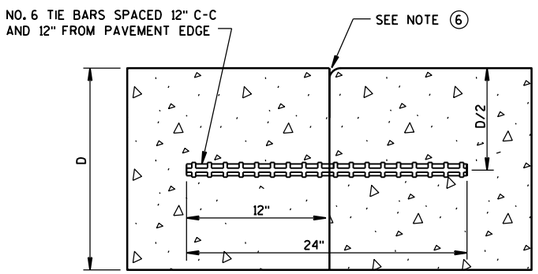
SEE NOTE (2)



DOWELED TRANSVERSE

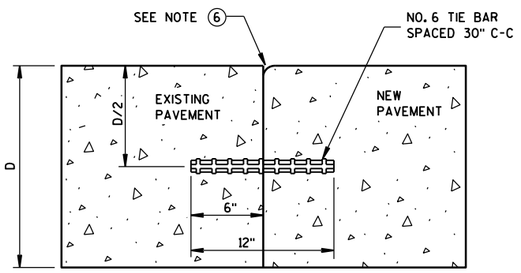


TIED LONGITUDINAL



TIED TRANSVERSE

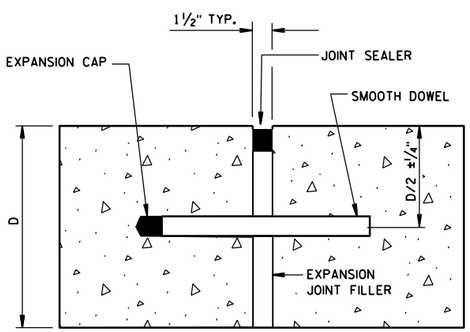
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

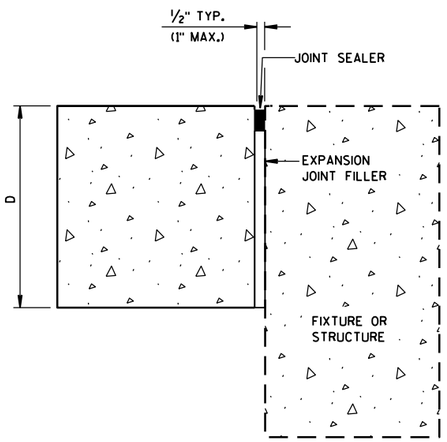
CONSTRUCTION JOINTS

SEE NOTE (5)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

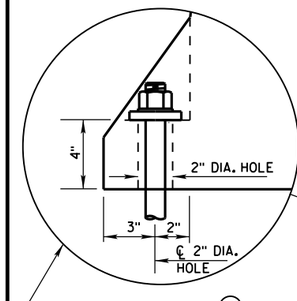
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

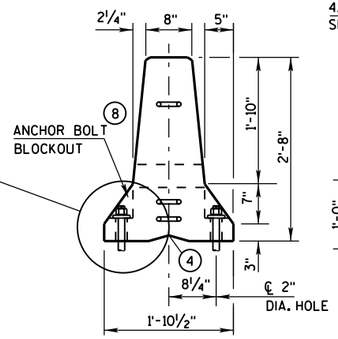
S.D.D. 13 C 18-2c

6

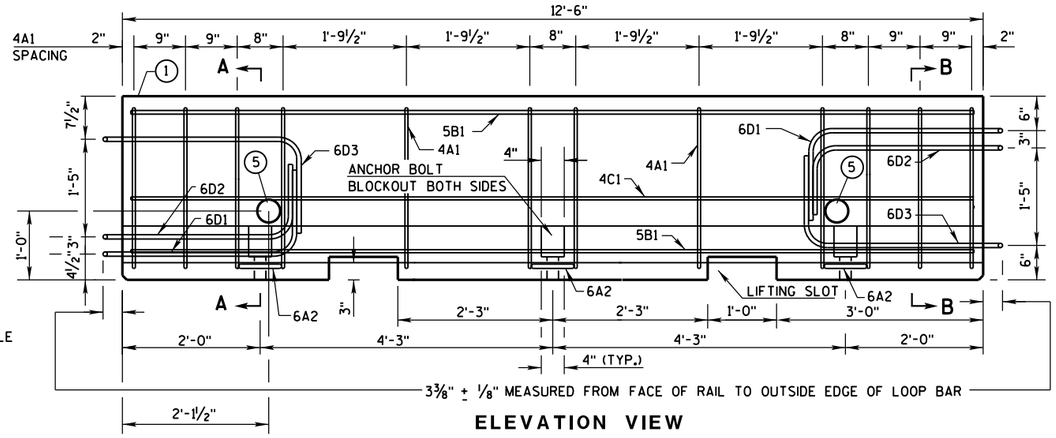
S.D.D. 13 C 18-2c



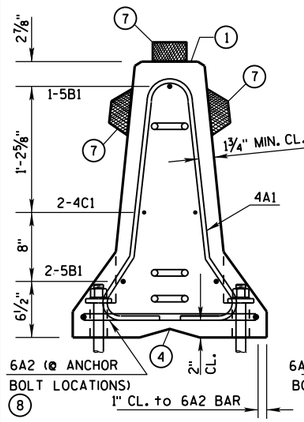
ANCHOR ON TRAFFIC SIDE ONLY WHEN REQUIRED (SEE SHEET D FOR ADDITIONAL ANCHOR DETAIL) (8)



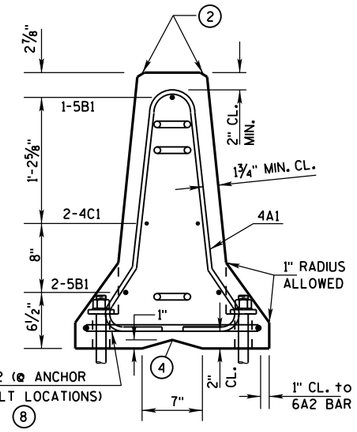
END VIEW



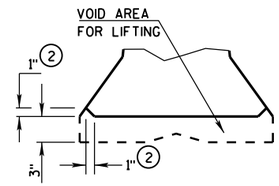
ELEVATION VIEW



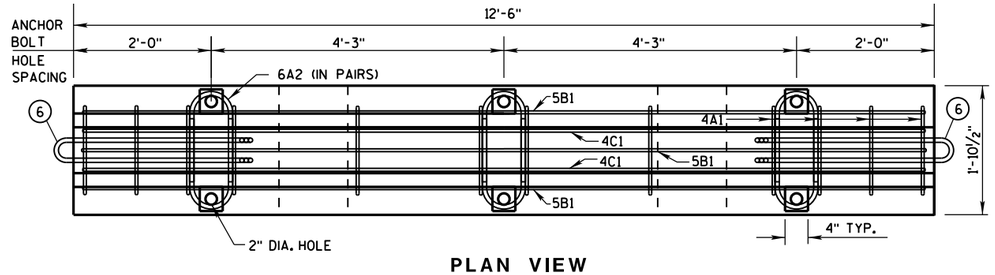
SECTION A-A
(STIRRUP PLACEMENT)



SECTION B-B
(STIRRUP PLACEMENT)

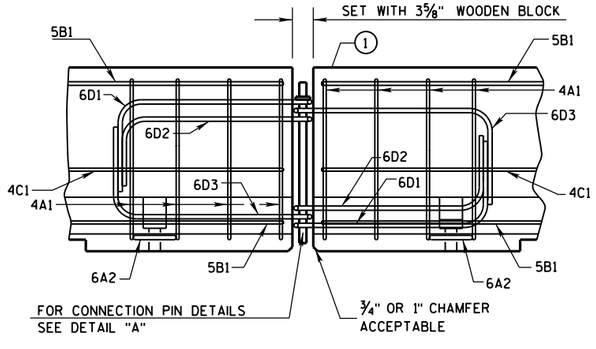


DETAIL "B"
LIFTING SLOT DETAIL

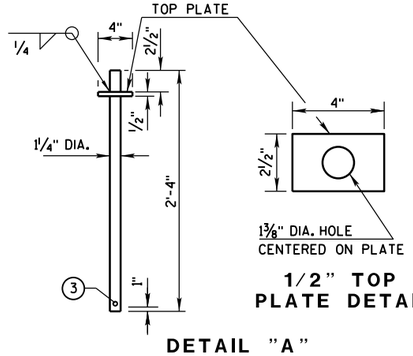


PLAN VIEW

DETAILS OF BARRIER SECTION

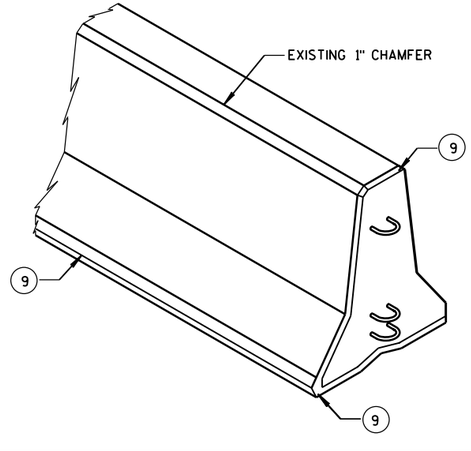


DETAILS OF BARRIER CONNECTION



1/2" TOP PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

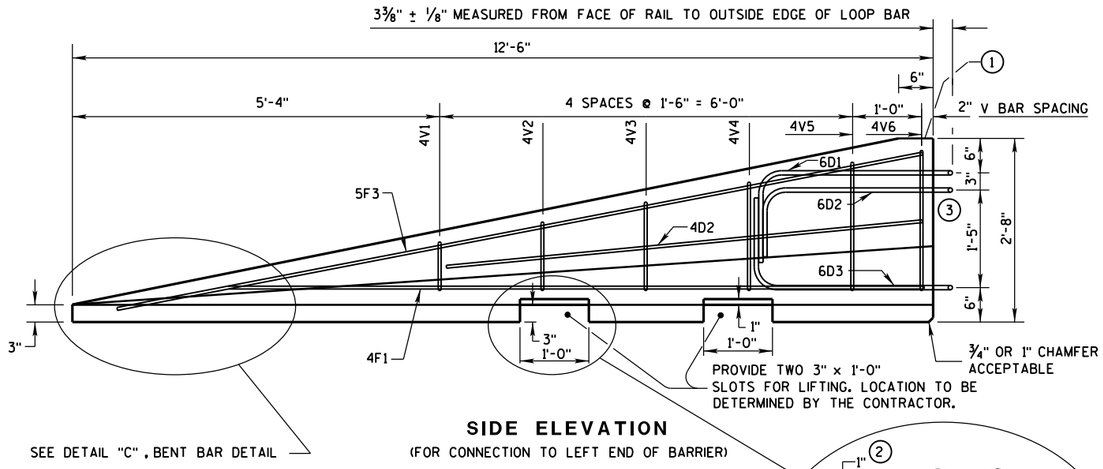
(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

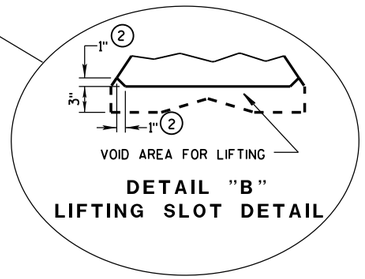
(9) 1" CHAMFER OPTIONAL.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

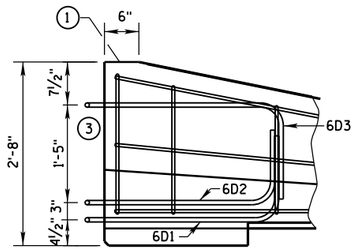
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 265



SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



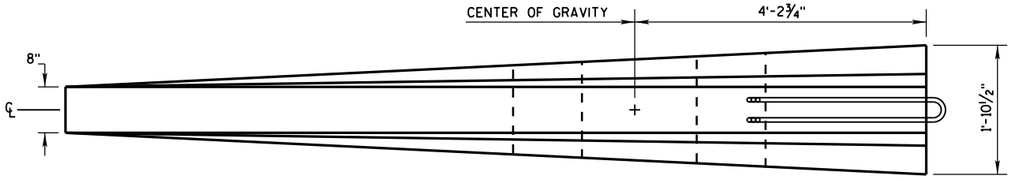
DETAIL "B"
LIFTING SLOT DETAIL



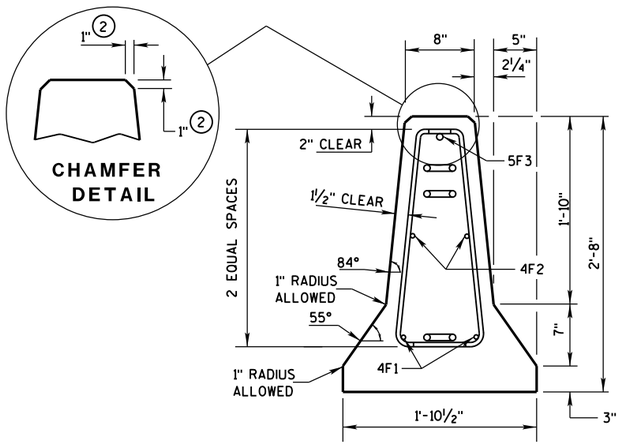
SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

GENERAL NOTES

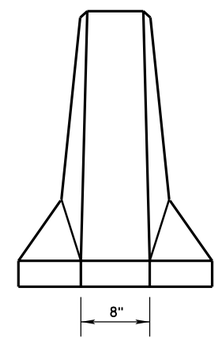
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



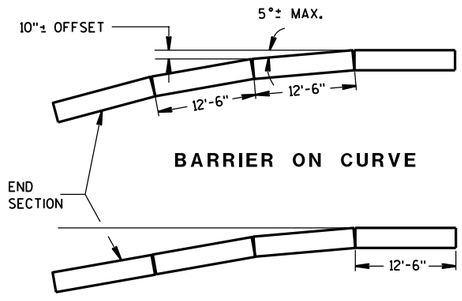
PLAN VIEW



END SECTION



FRONT ELEVATION



BARRIER ON CURVE

FLARE AT BARRIER END

POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

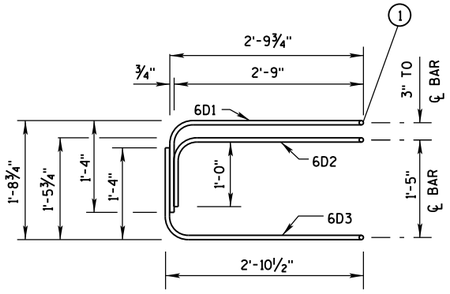
6

S.D.D. 14 B 7-14b

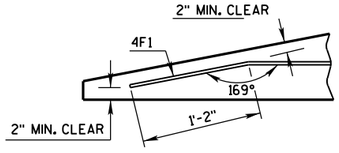
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

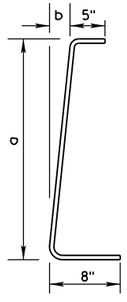
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

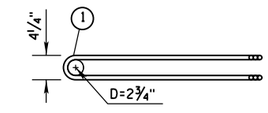
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

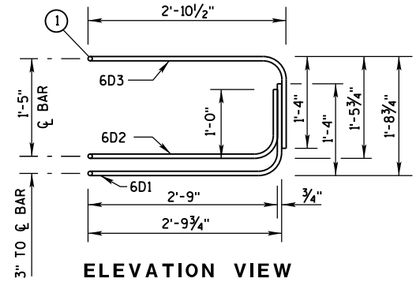
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

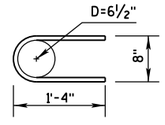
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



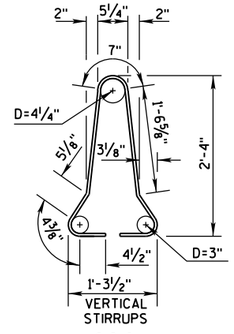
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



ELEVATION VIEW



6A2



4A1

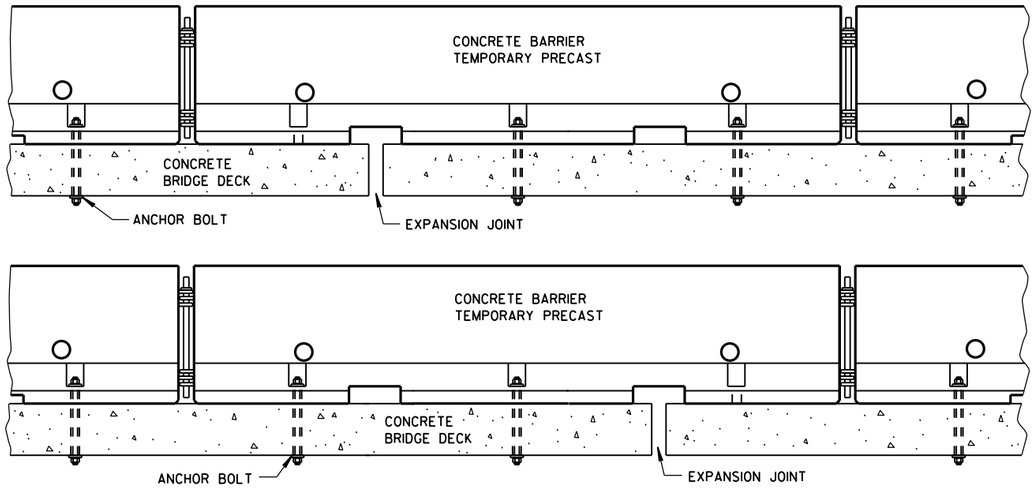
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

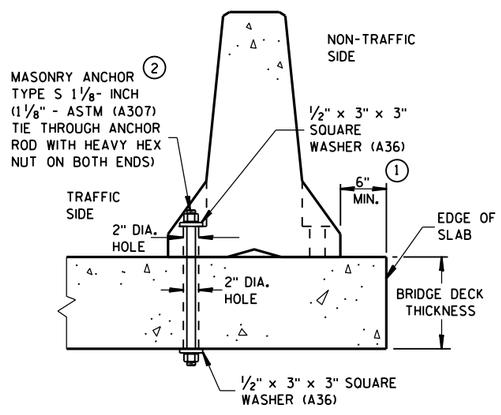
6

S.D.D. 14 B 7-14c



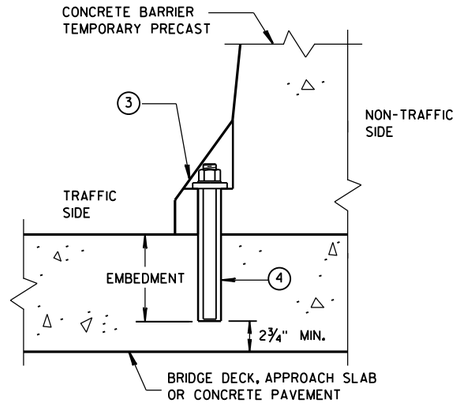
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR ② INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

① CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

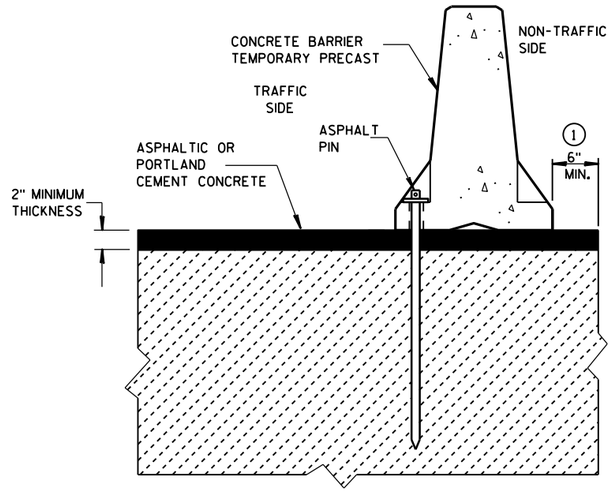
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALL ANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

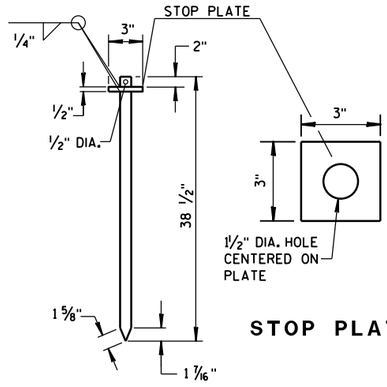
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

④ ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

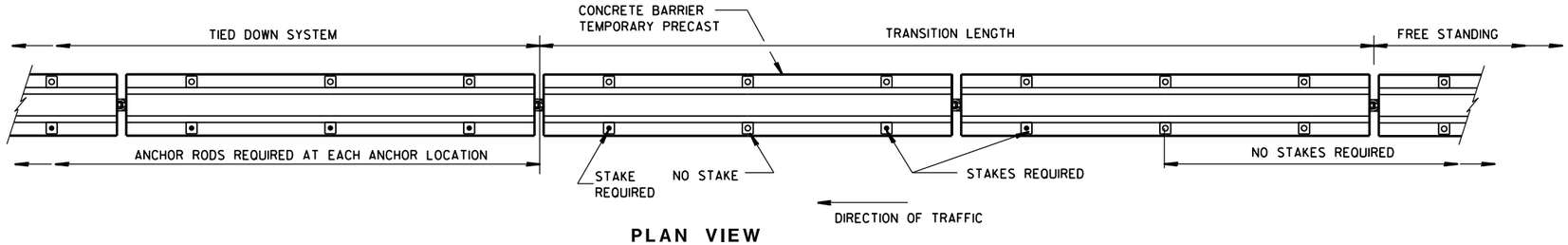
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

ASPHALT PIN

(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

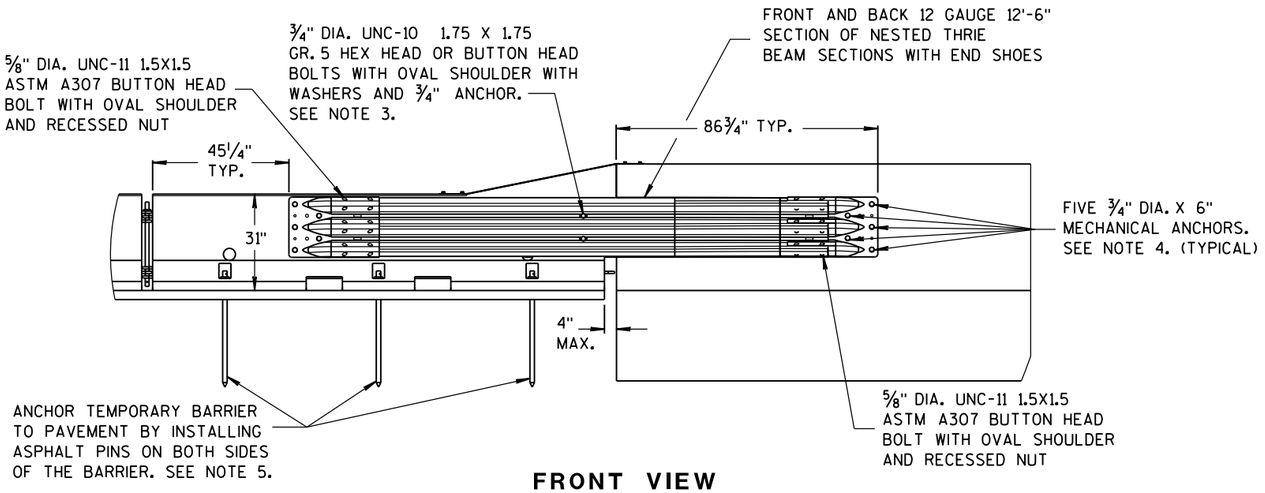
(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

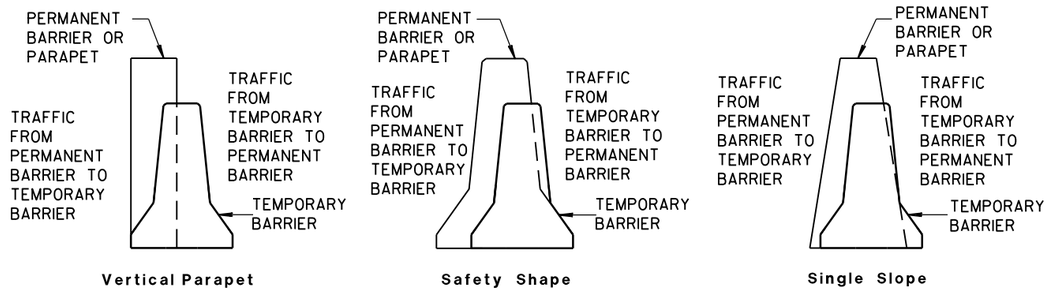
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-14d



FRONT VIEW

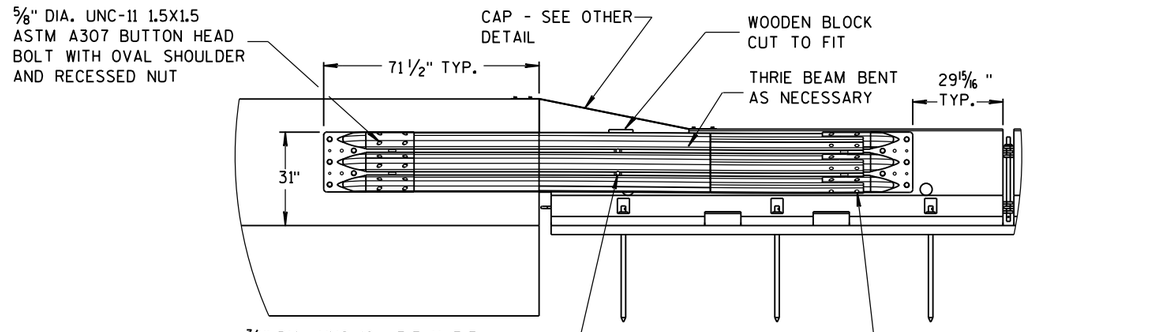


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

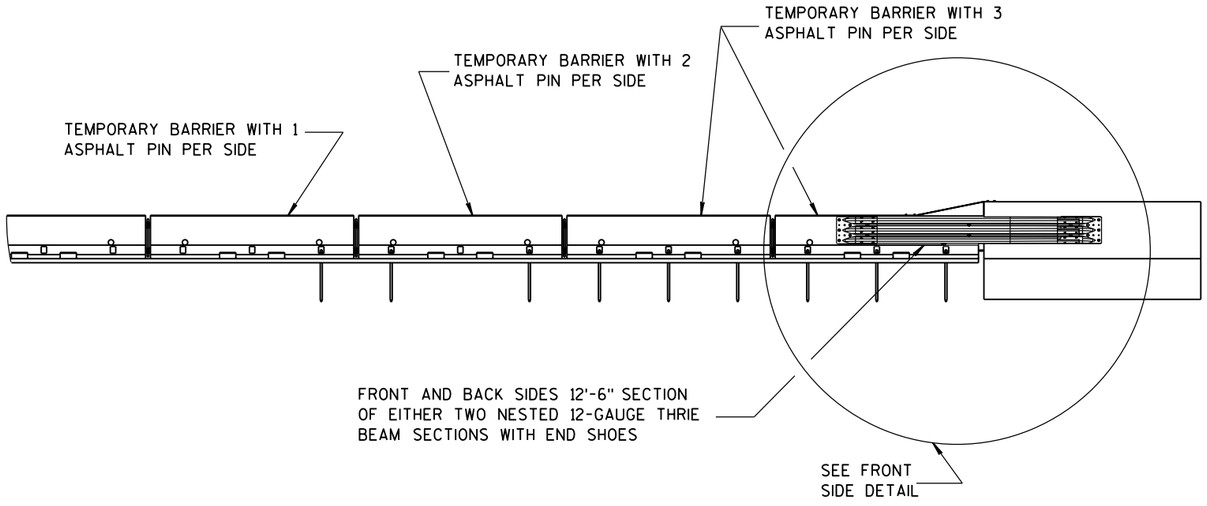
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

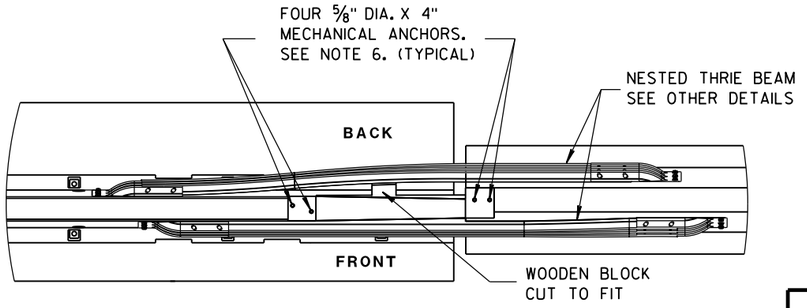
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



BACK VIEW



FRONT VIEW



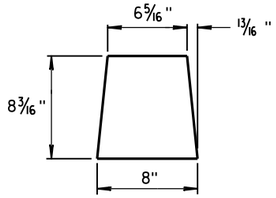
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

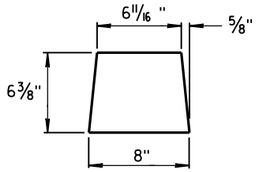
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

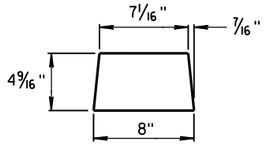
6
S.D.D. 14 B 7-14e



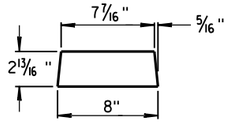
GUSSET 1



GUSSET 2

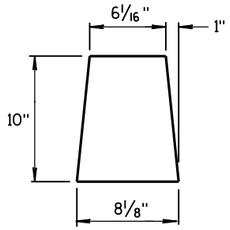


GUSSET 3

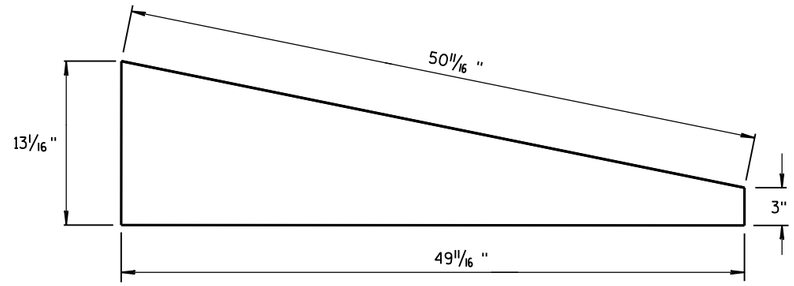


GUSSET 4

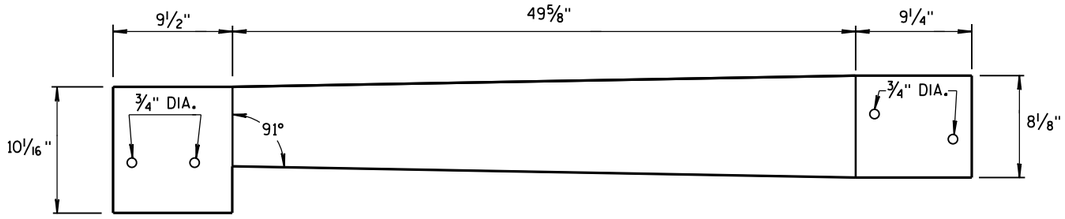
GUSSETS

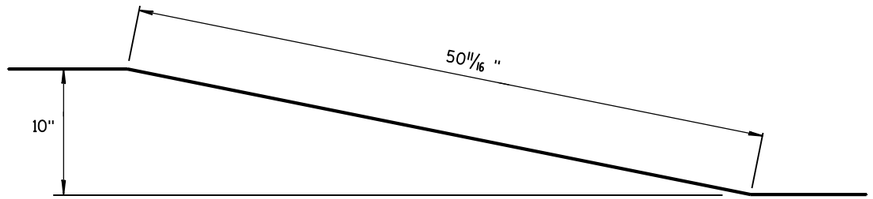


END PLATE



SIDE PLATE

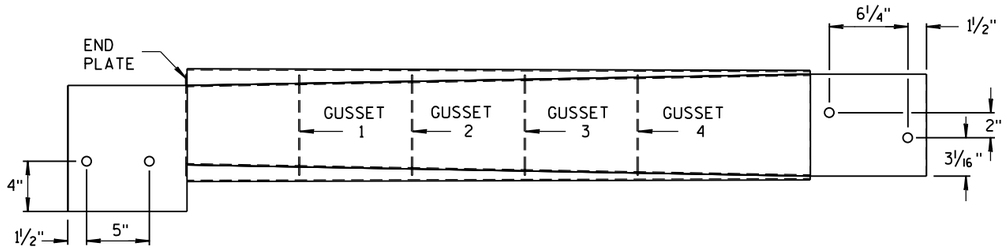


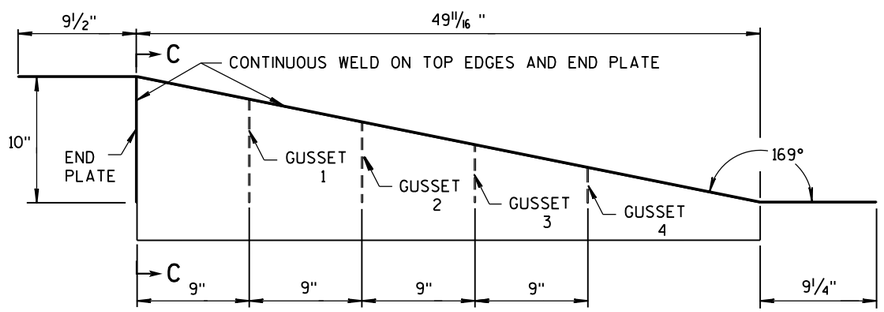


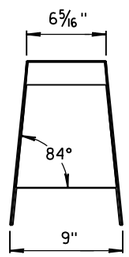
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

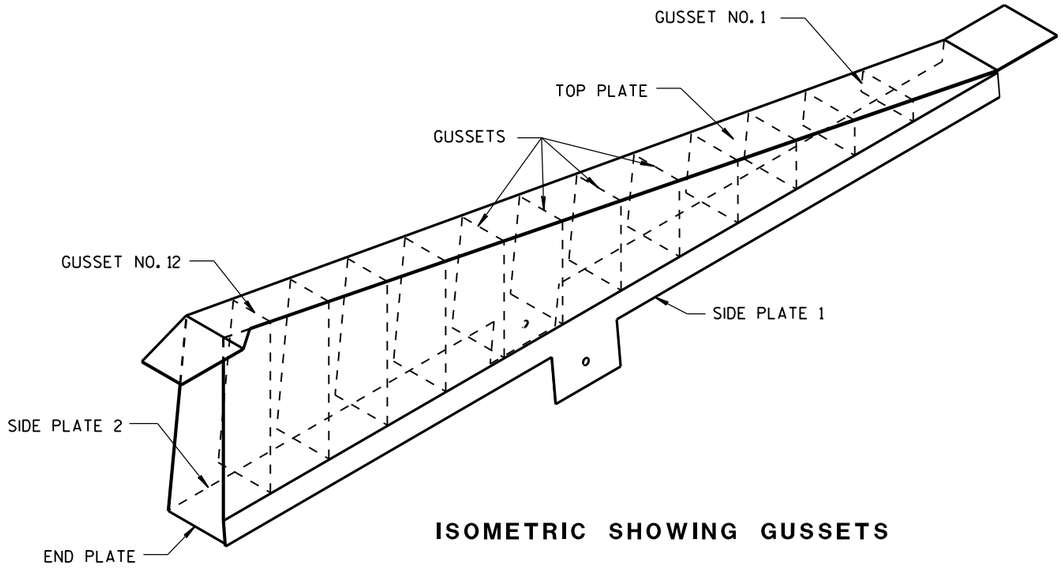
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

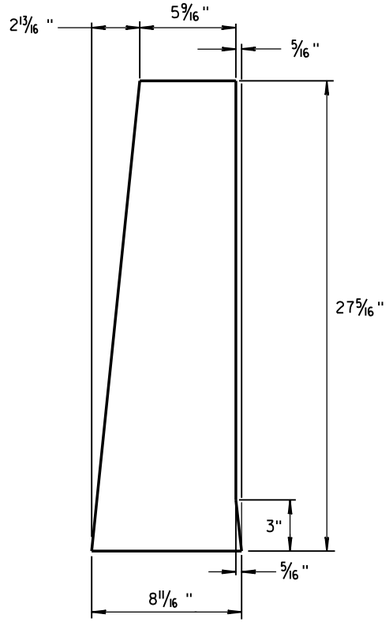
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-14f

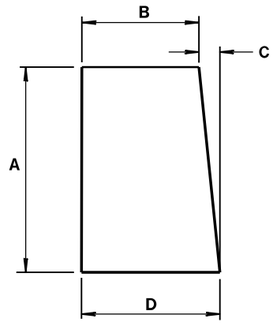


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



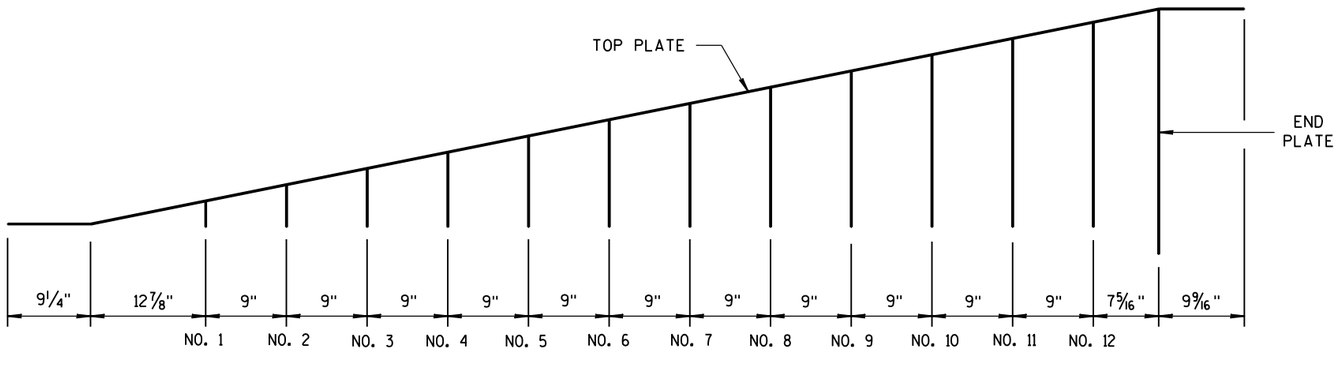
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

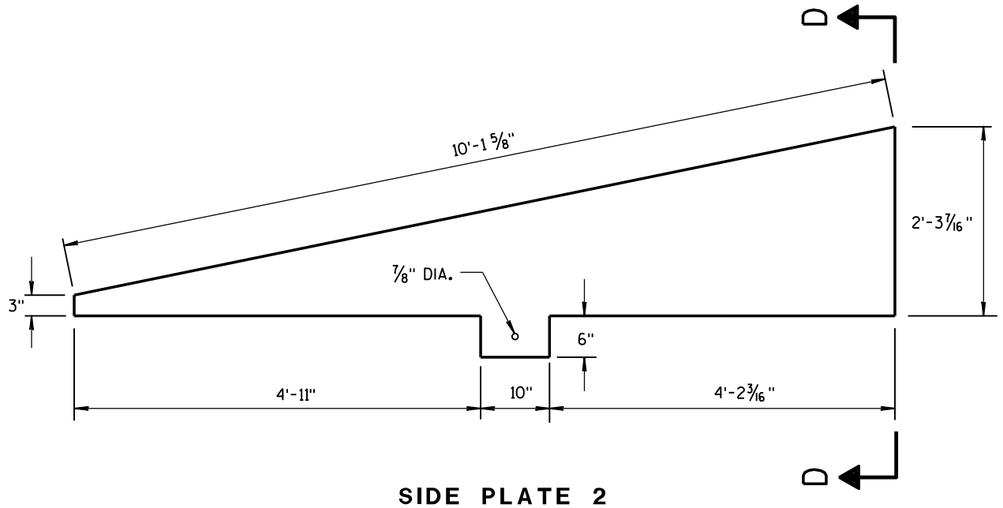
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

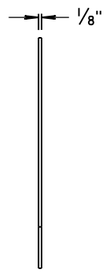
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

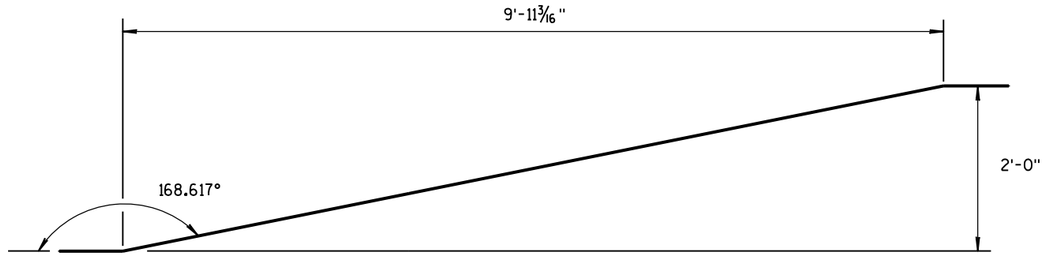
S.D.D. 14 B 7-14g



SIDE PLATE 2

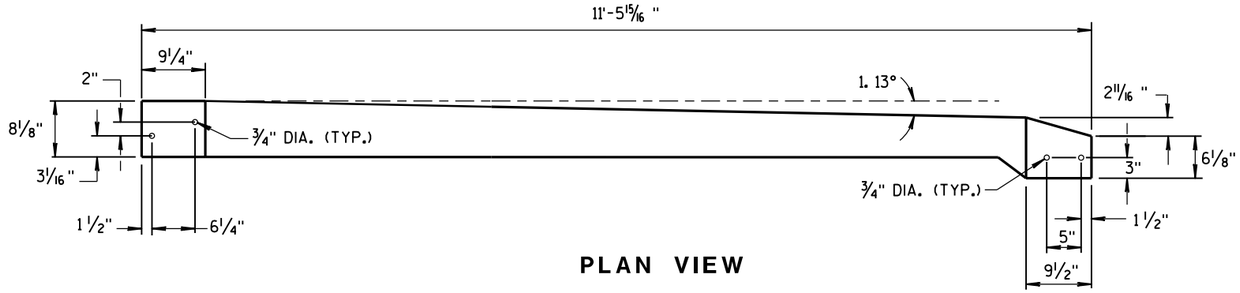


END VIEW



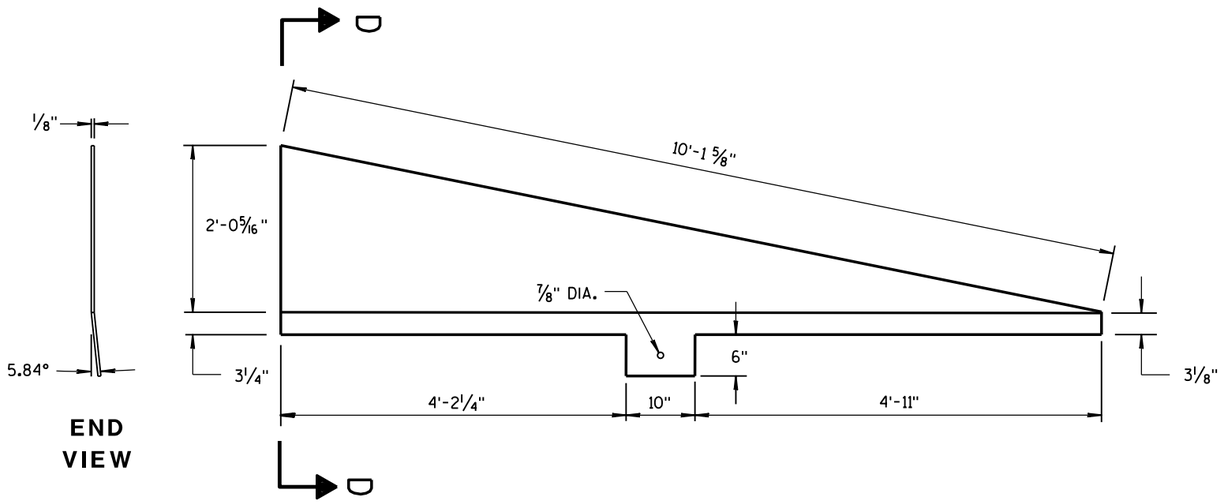
SIDE VIEW

TOP PLATE



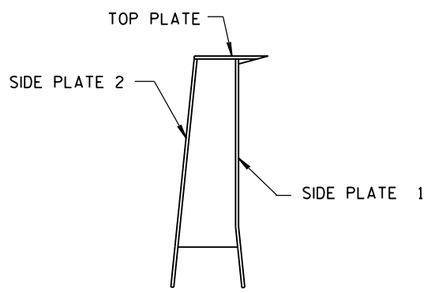
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

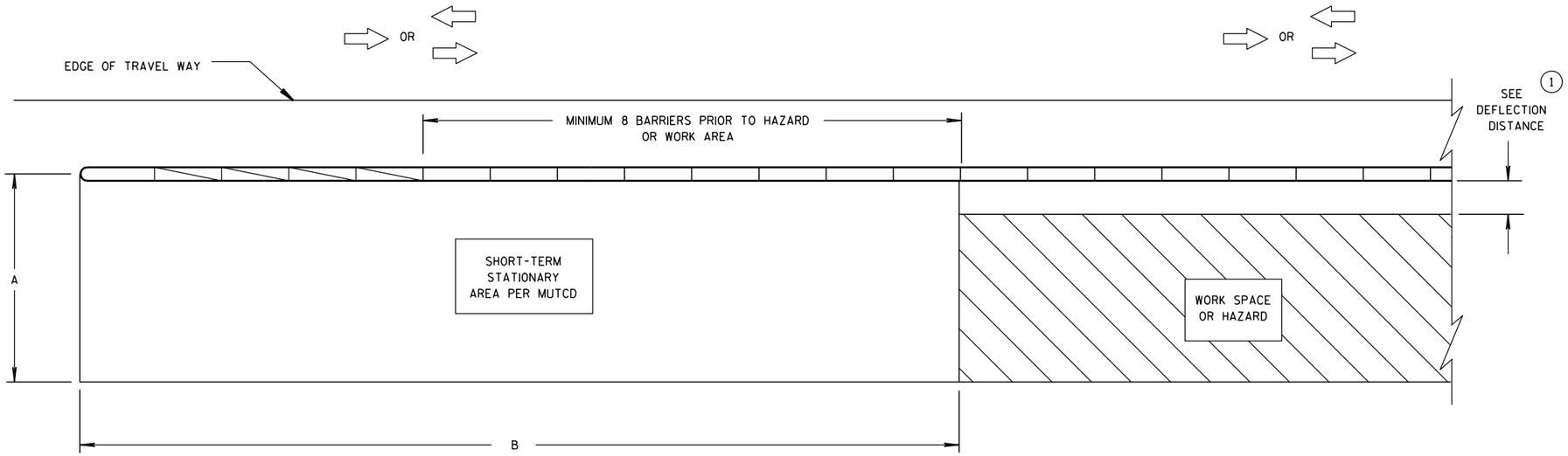
APPROVED
June 2014 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

6

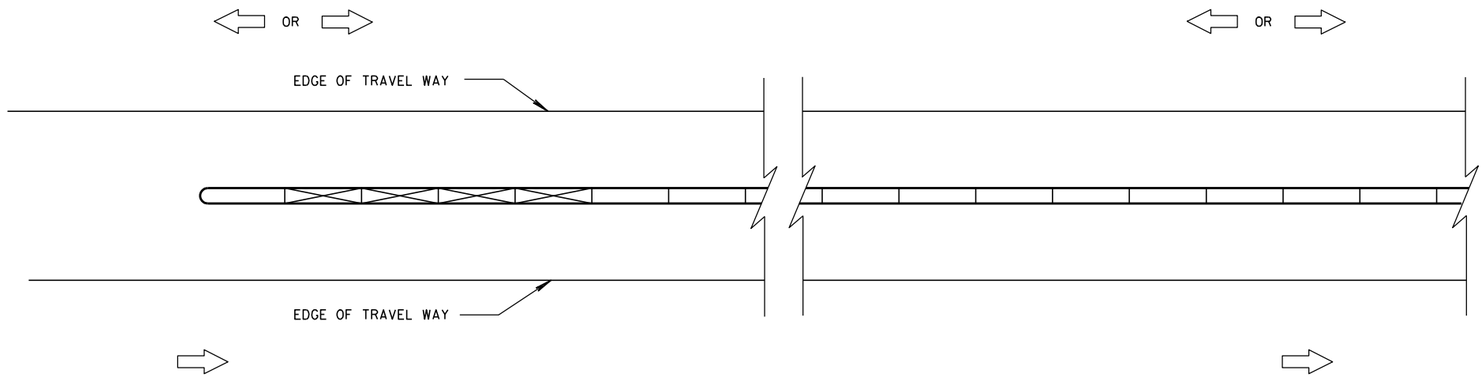
S.D.D. 14 B 7-14h

6

S.D.D. 14 B 7-14h



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

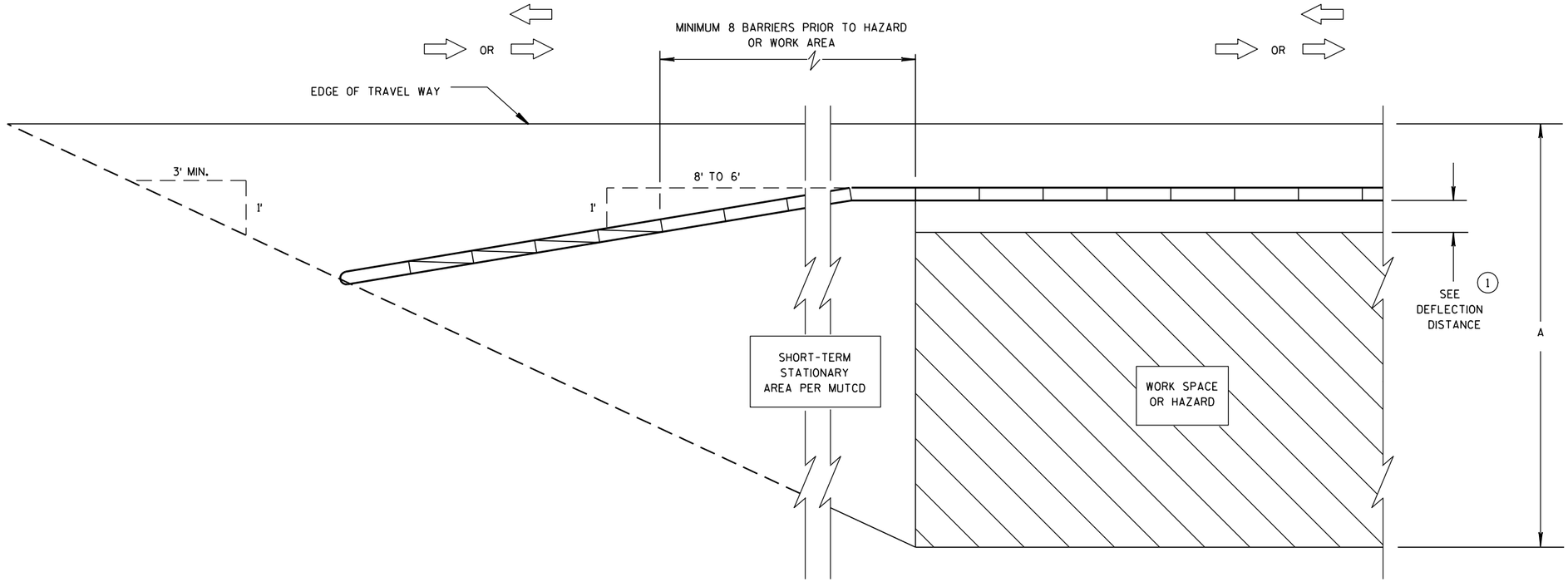
(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

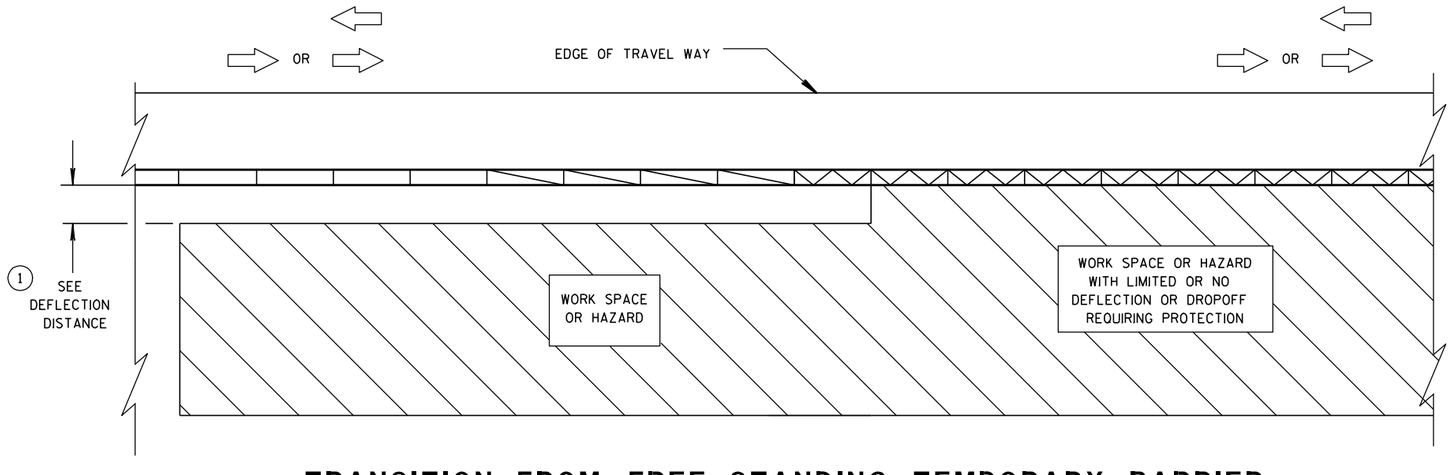
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 8-1a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

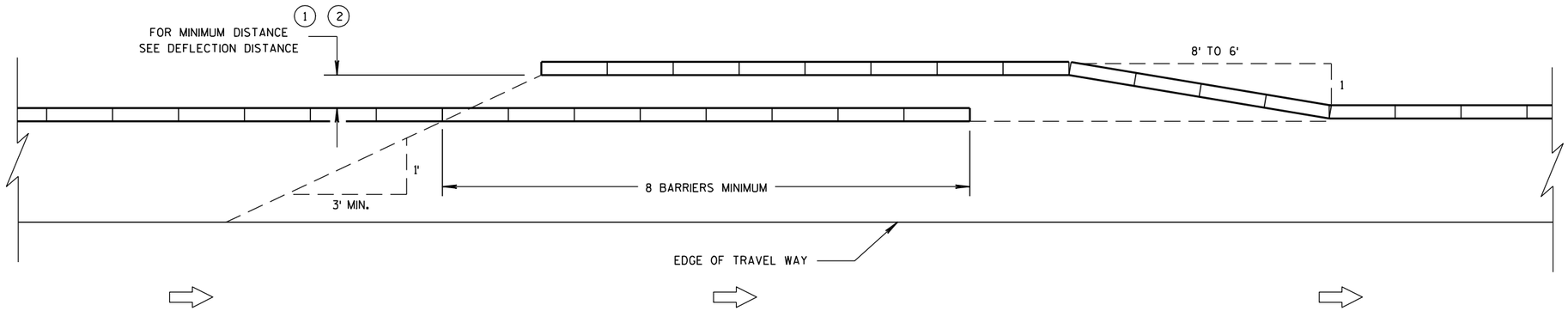
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

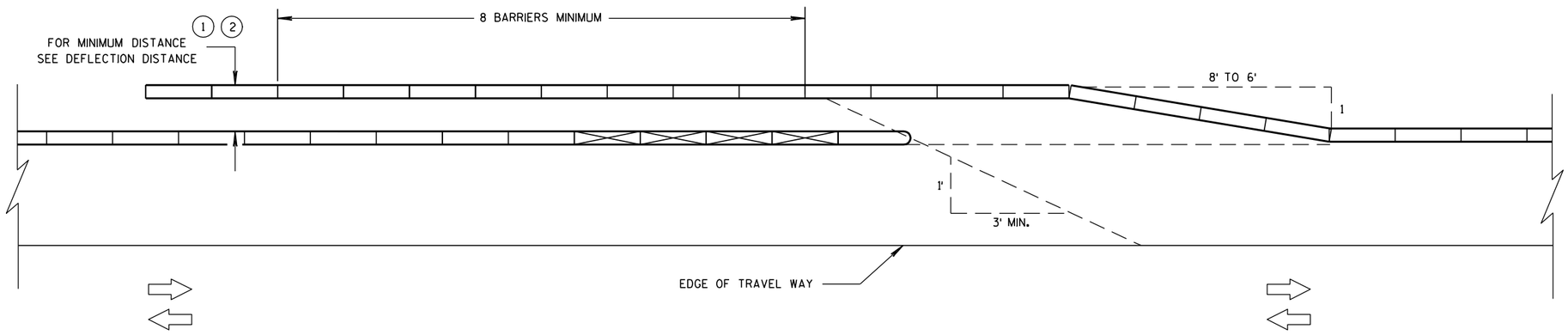
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

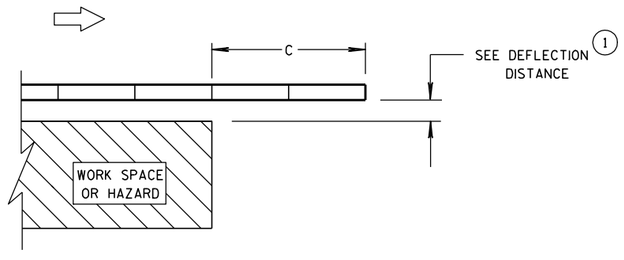
S.D.D. 14 B 8-1b



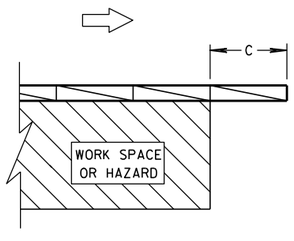
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

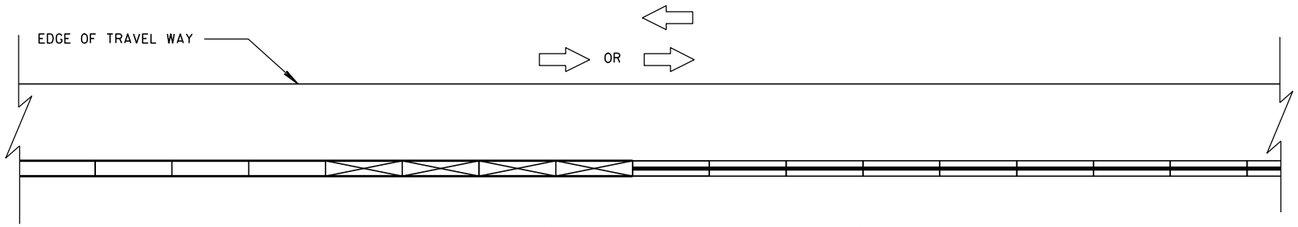
LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

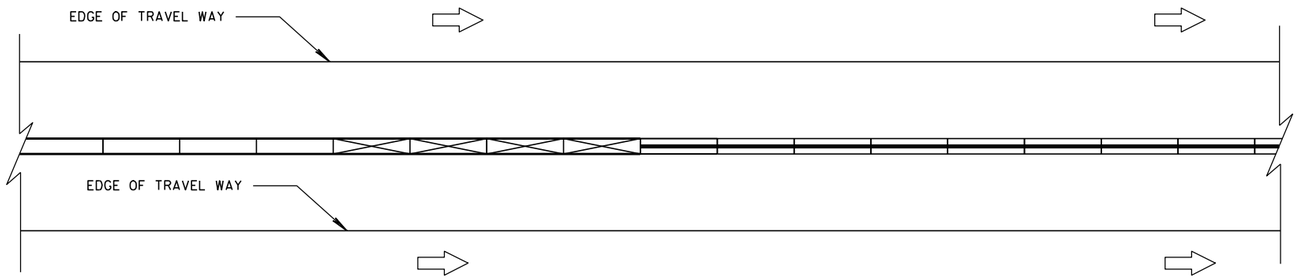
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 8-1c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

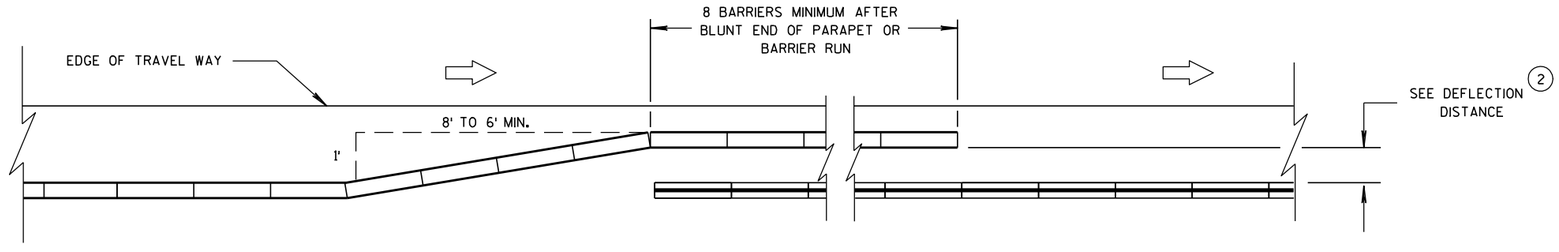
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

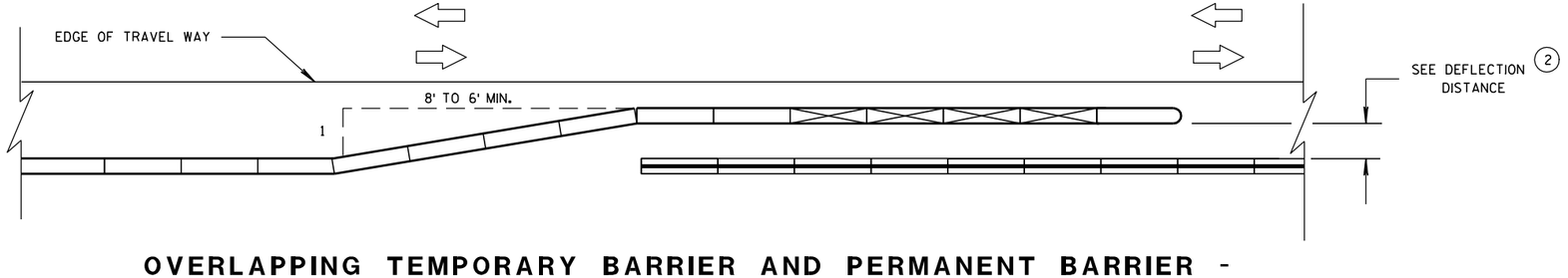
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 8-1d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

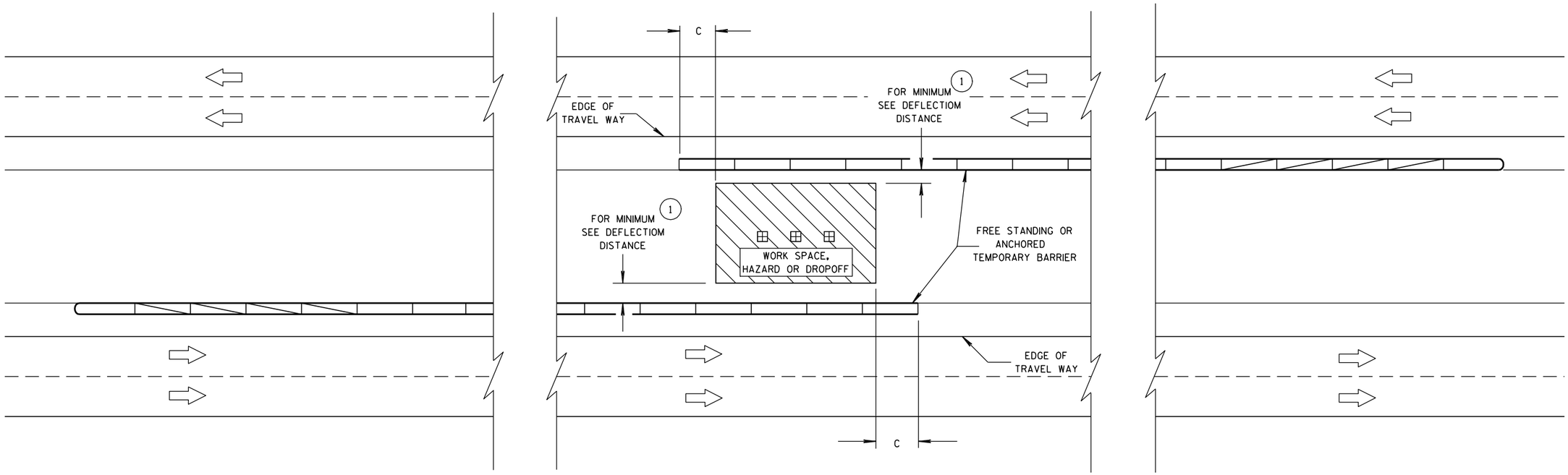
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



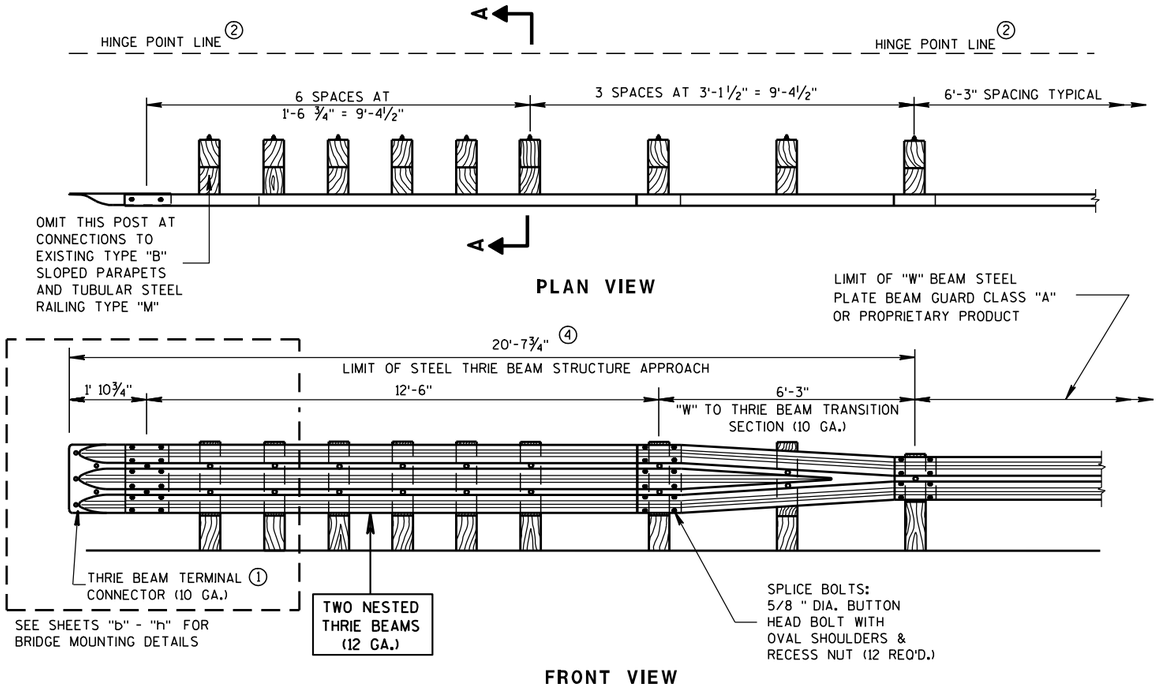
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
8/31/2012 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS ENGINNER
FHWA	277

6

S.D.D. 14 B 8-1e

6

S.D.D. 14 B 8-1e



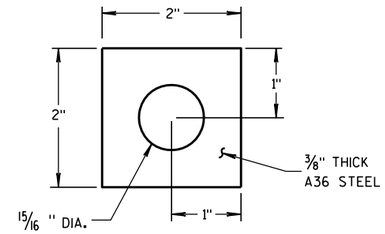


PLATE WASHER DETAIL

GENERAL NOTES

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

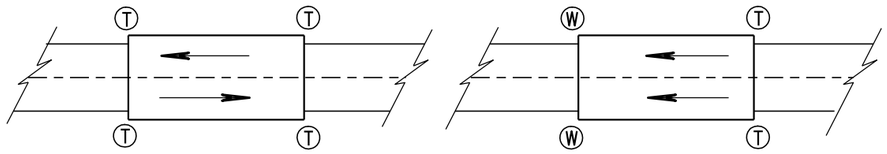
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 1/2" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.

③ POST BOLTS ARE 5/8" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A 5/8" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



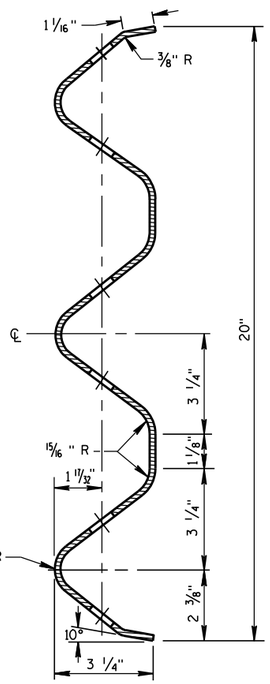
TWO WAY TRAFFIC

ONE WAY TRAFFIC

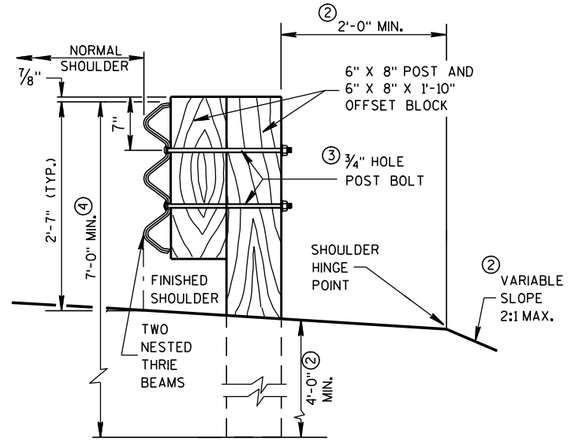
T THRIE BEAM CONNECTION

W W-BEAM CONNECTION WHEN REQUIRED

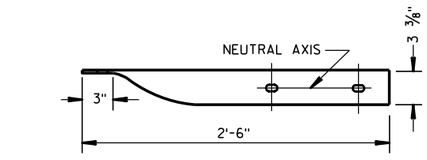
TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

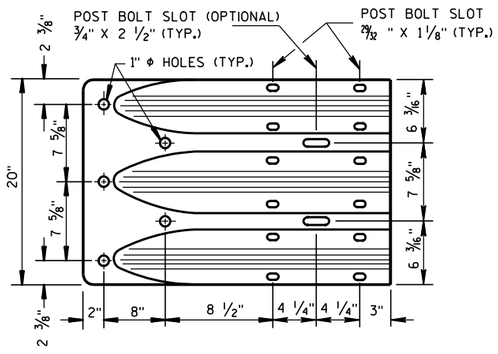


SECTION THRU THRIE BEAM RAIL ELEMENT

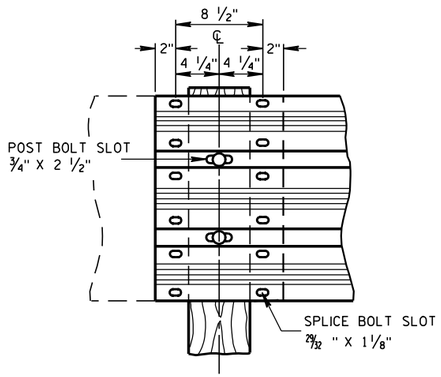


SECTION A-A





THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE

STEEL THRIE BEAM STRUCTURE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS 1278
ENGINEER

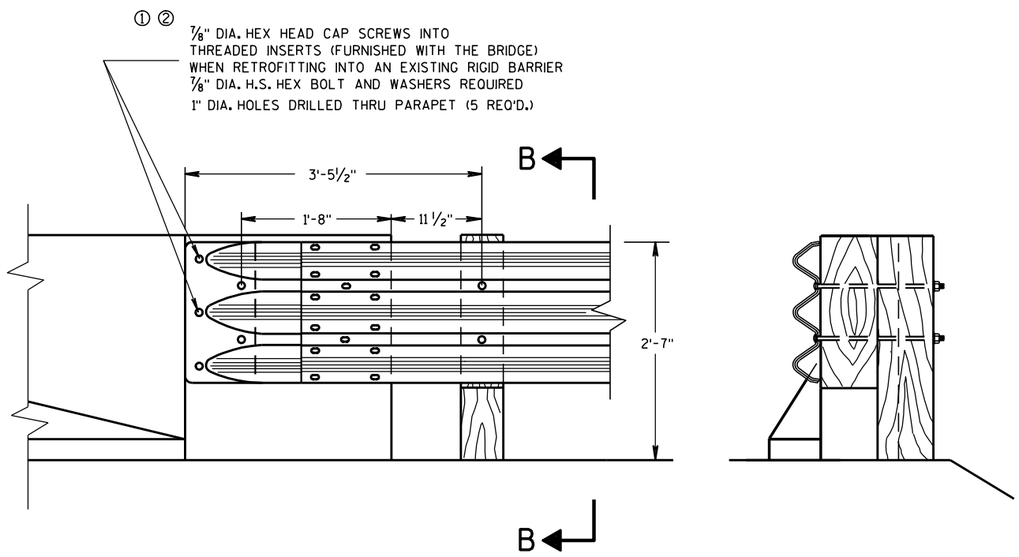
FHWA

6

S.D.D. 14 B 20-11a

6

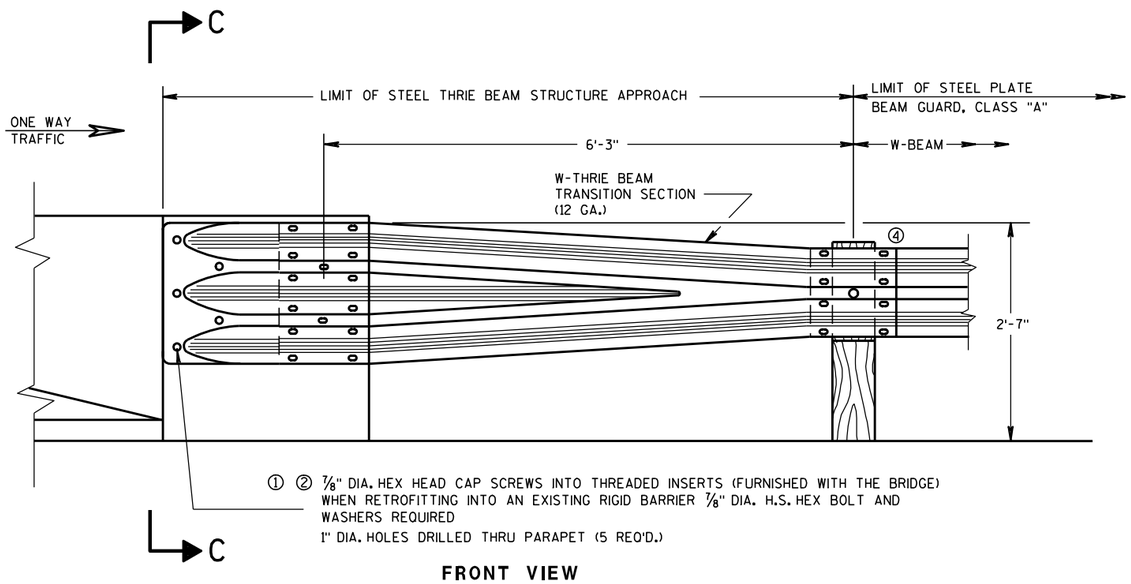
S.D.D. 14 B 20-11a



FRONT VIEW

SECTION B-B

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



① ② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER ⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (5 REQ'D.)

FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

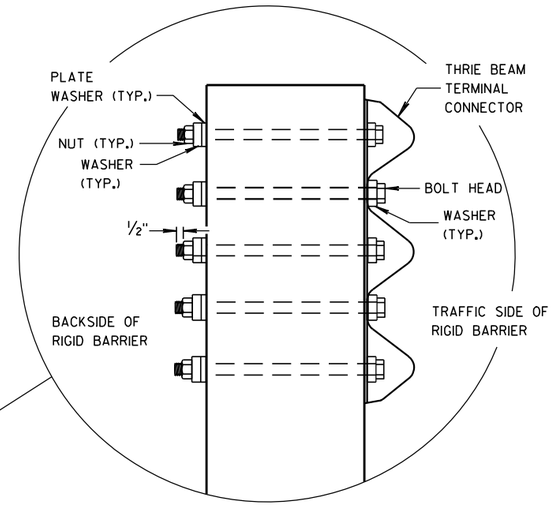
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

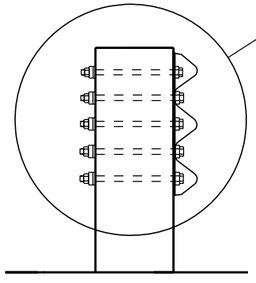
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.





SECTION C-C

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

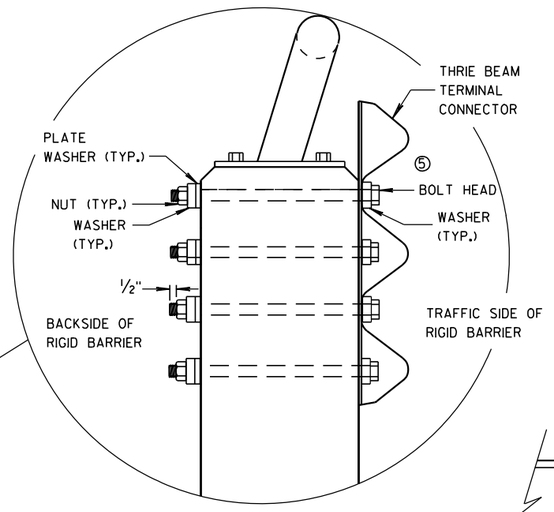
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

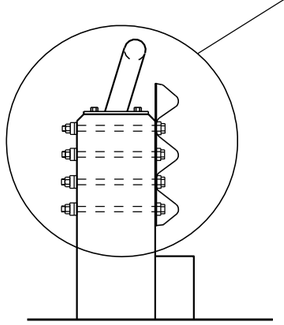
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

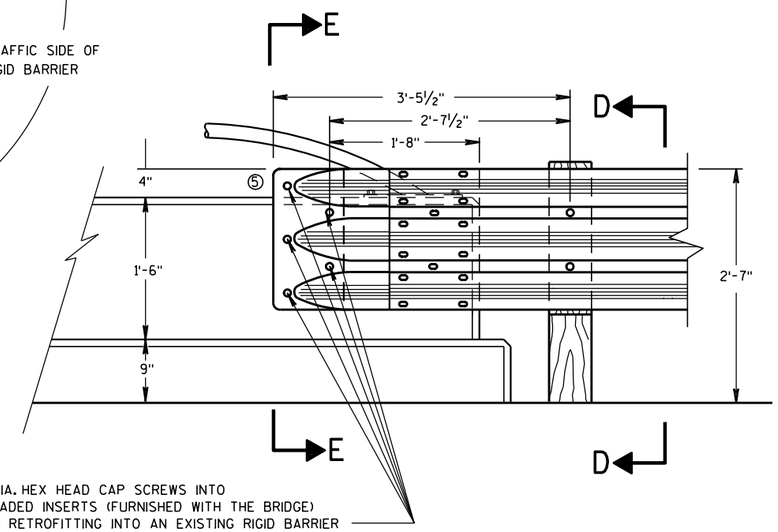
⑤ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



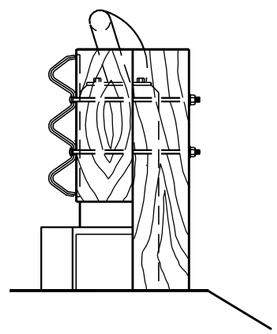


SECTION E-E



① ② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER
⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (4 REQ'D.)

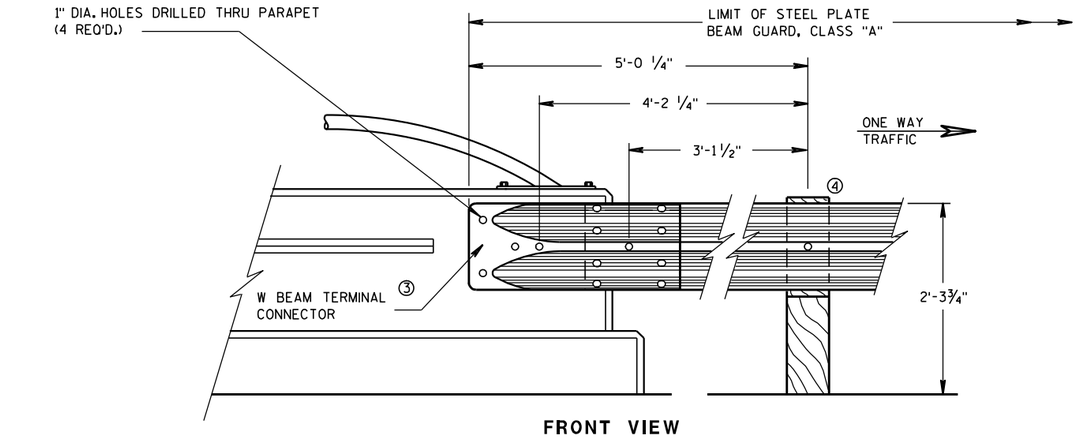
FRONT VIEW



SECTION D-D

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

① ② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER
⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER
⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (4 REQ'D.)



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET
(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

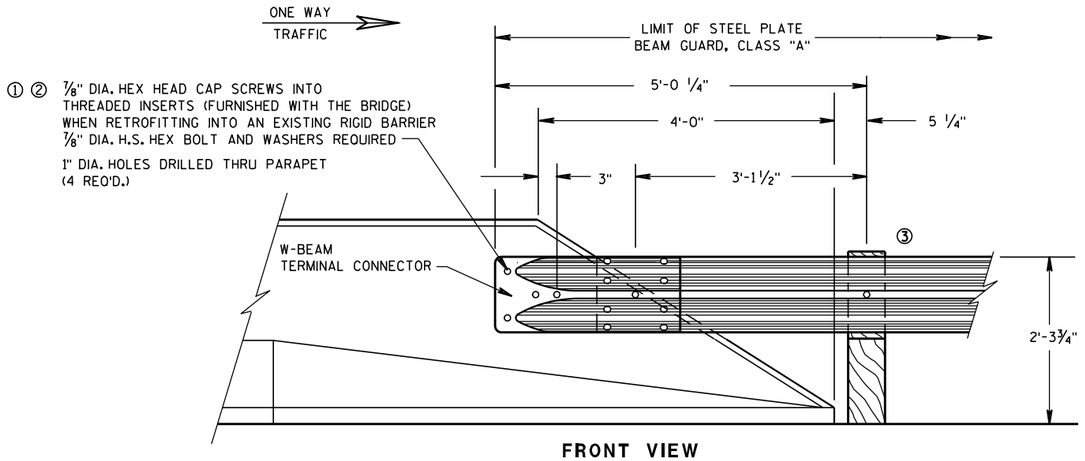
APPROVED
8/31/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 20-11c

6

S.D.D. 14 B 20-11c



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

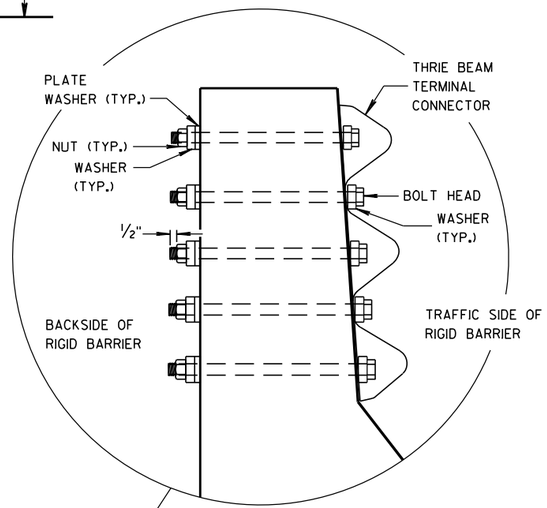
BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

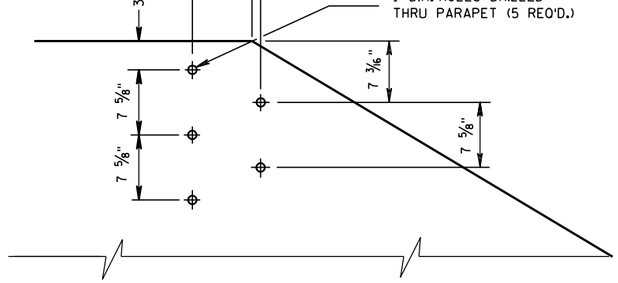
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

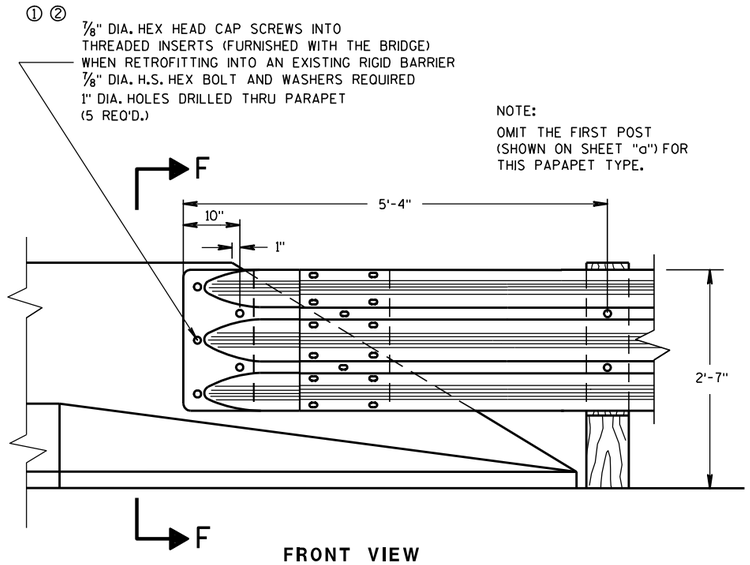
③ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

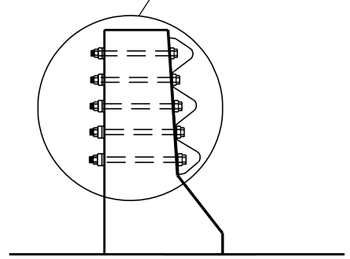




DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION F-F

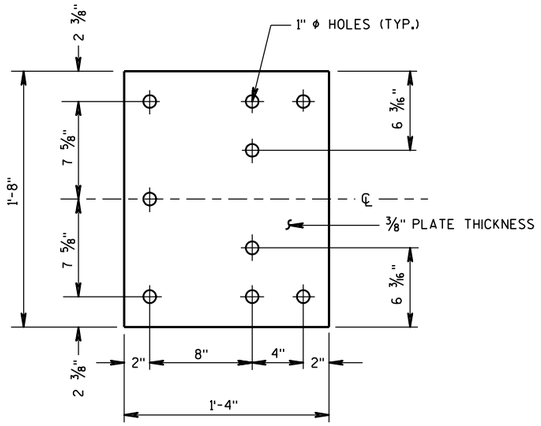
THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS

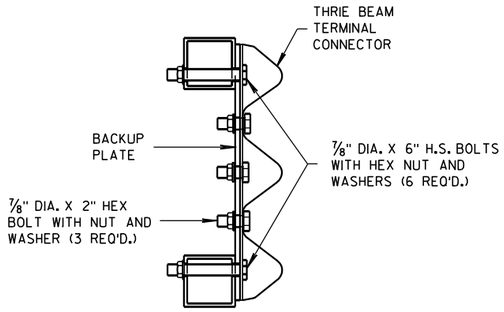
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 — DATE
/S/ Jerry H. [illegible] — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 14 B 20-11d



BACK-UP PLATE DETAIL



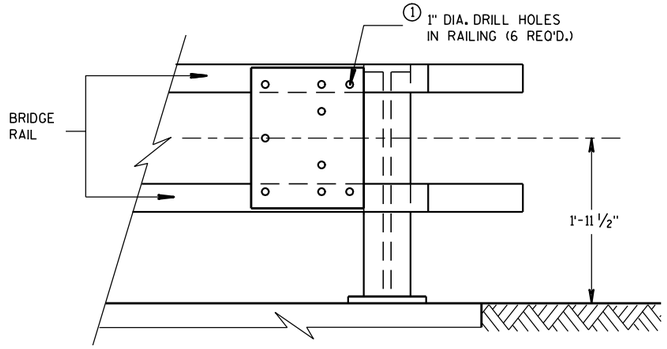
SECTION G-G

GENERAL NOTES

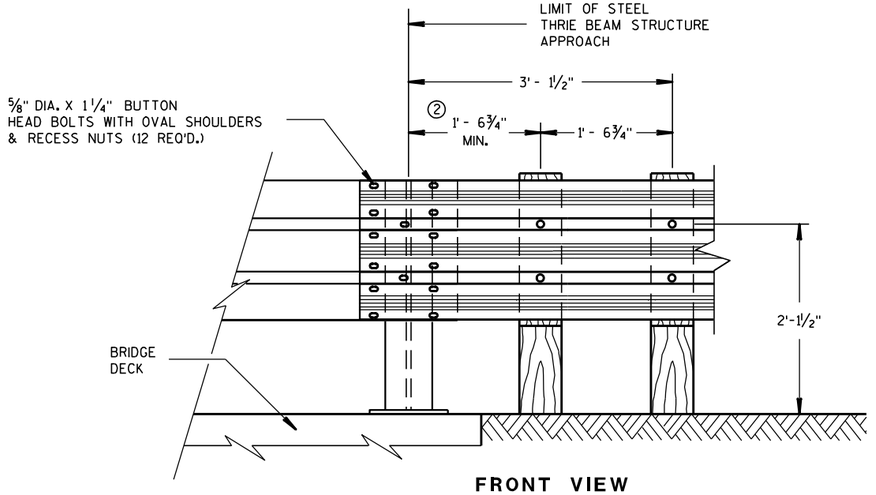
BOLTS, PLATES, NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A 325 AND BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② VARY THIS DIMENSION DEPENDING ON ABUTMENT TYPE, WINGWALL DETAILS, AND ANGLE OF SKEW. PLACE THE FIRST WOOD POST OFF THE BRIDGE SHALL AS CLOSE AS FEASIBLE TO THE STEEL END POST.

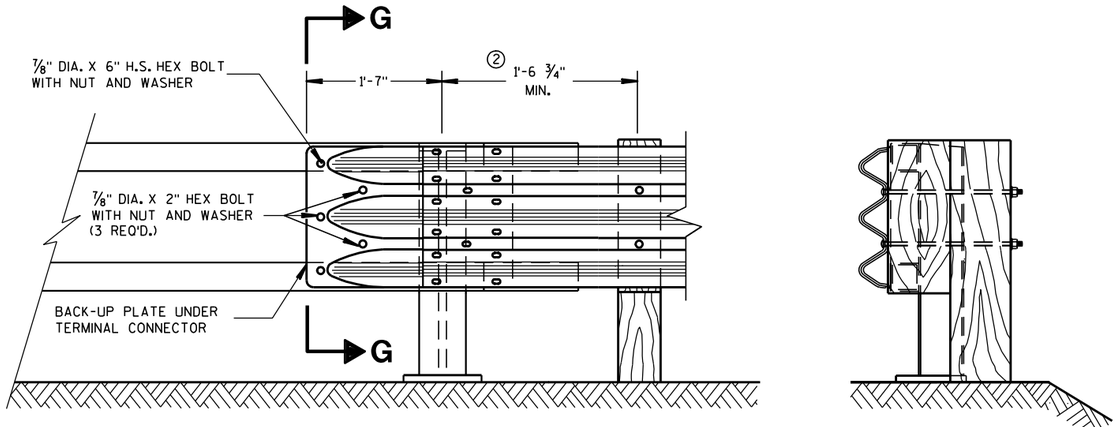


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING



FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW

END VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPES "F" AND "W"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H ____ — ROADWAY STANDARDS ENGINEER

282

ENT

FHWA

6

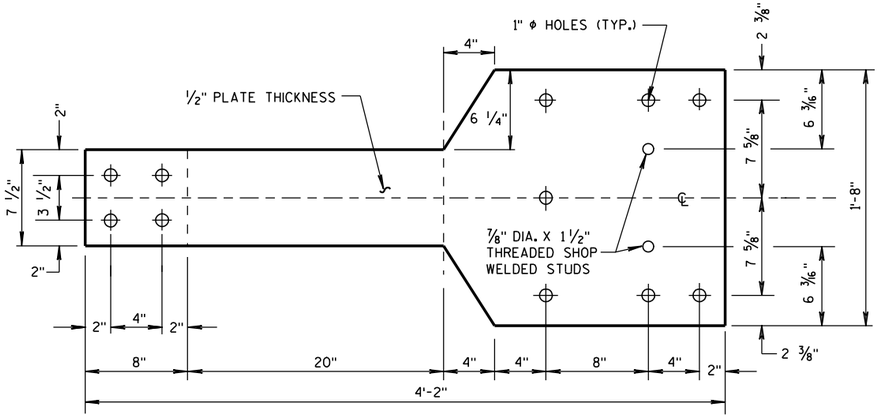
S.D.D. 14 B 20-11e

6

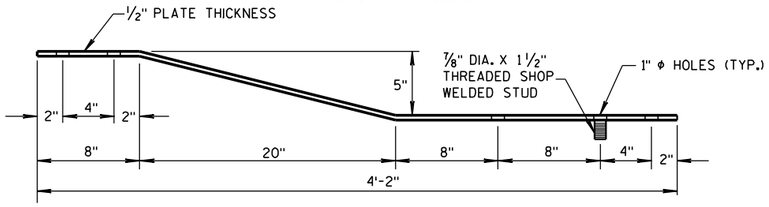
S.D.D. 14 B 20-11e

GENERAL NOTES

① VARY THIS DIMENSION DEPENDING ON ABUTMENT TYPE, WINGWALL DETAILS, AND ANGLE OF SKEW. PLACE THE FIRST WOOD POST OFF THE BRIDGE SHALL BE AS CLOSE AS FEASIBLE TO THE STEEL END POST.

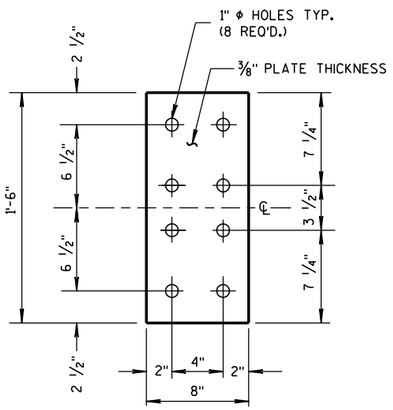


FRONT VIEW



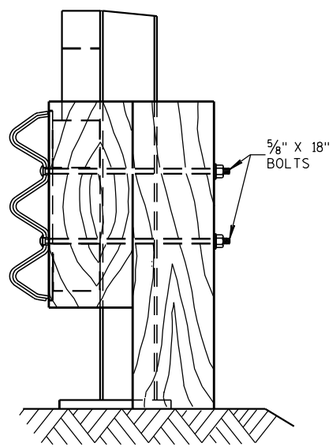
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

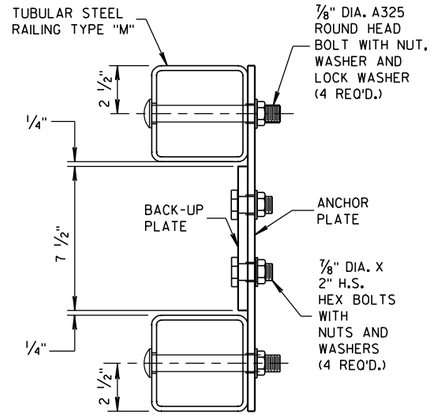


FRONT VIEW

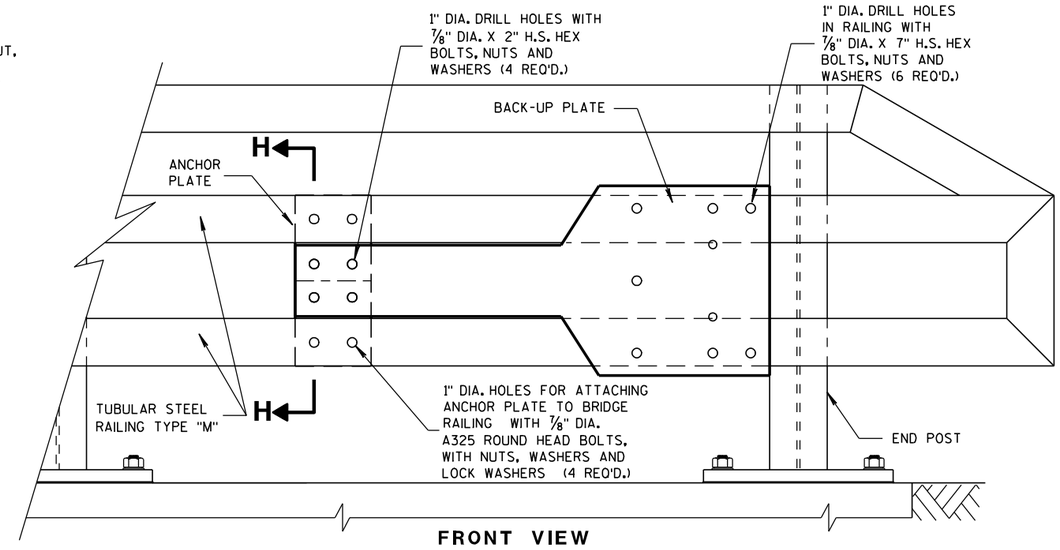
ANCHOR PLATE DETAIL, TYPE "M"



SECTION I-I

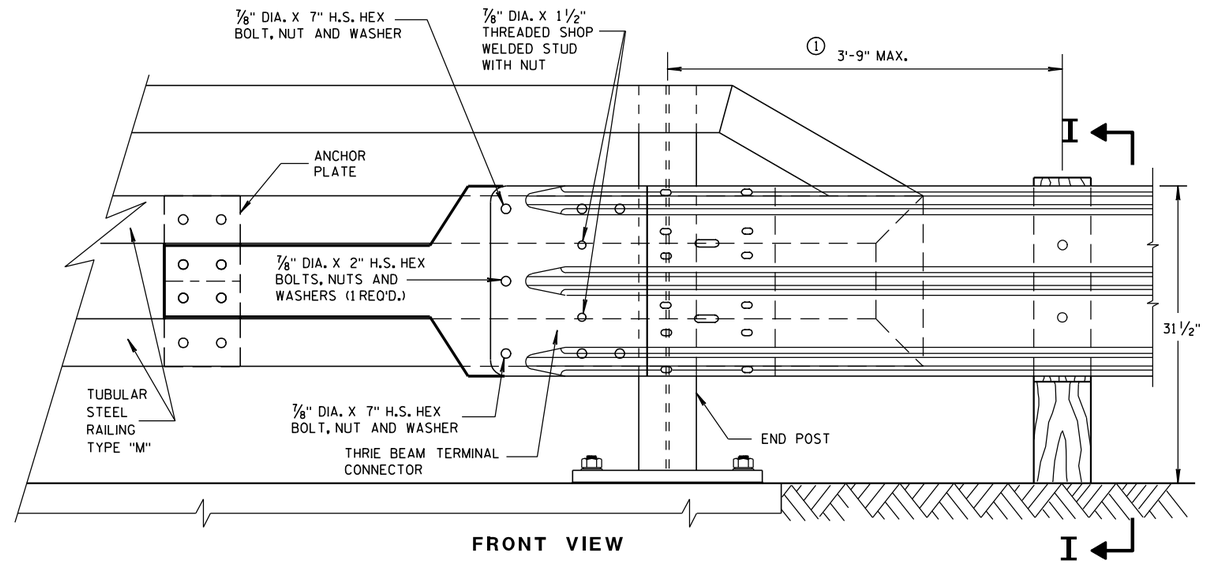


SECTION H-H

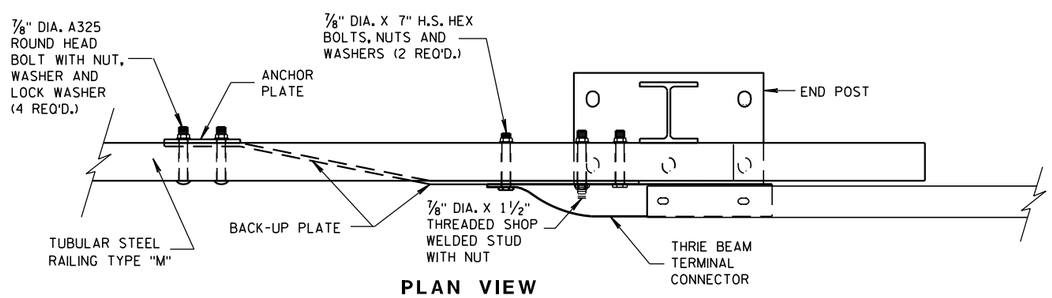


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPE "M"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER

FHWA

6
S.D.D. 14 B 20-11f

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

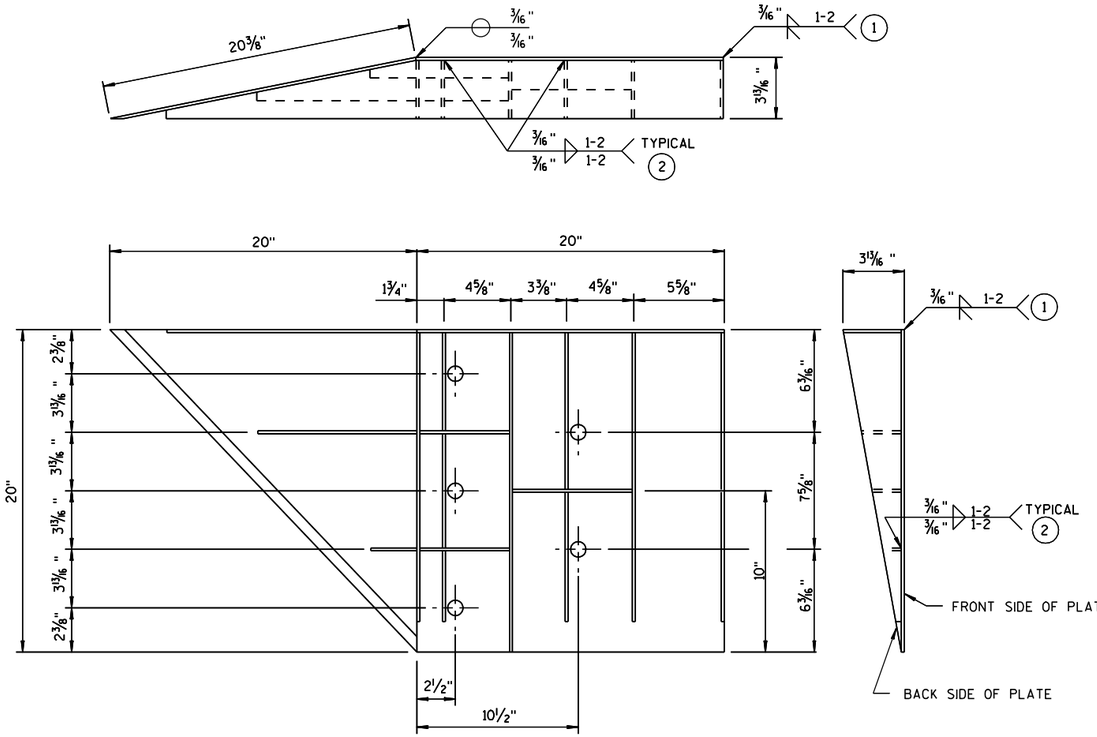
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(1) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(2) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

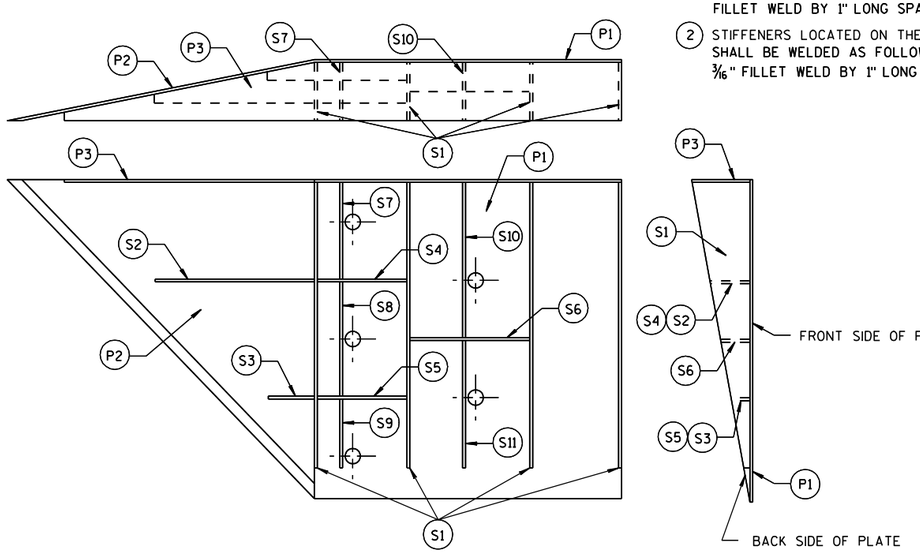


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

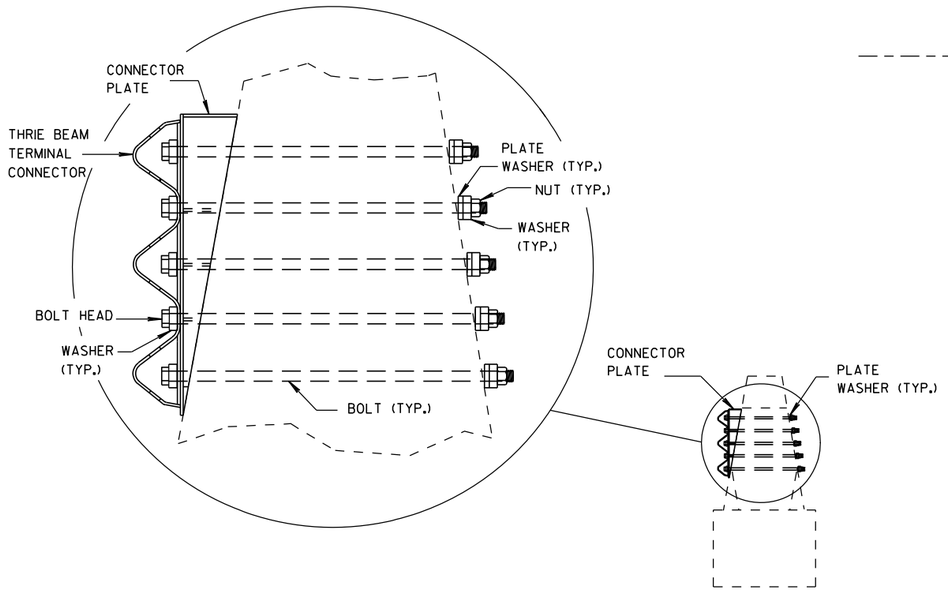
STEEL THRIE BEAM STRUCTURE APPROACH

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTOR PLATE DETAIL

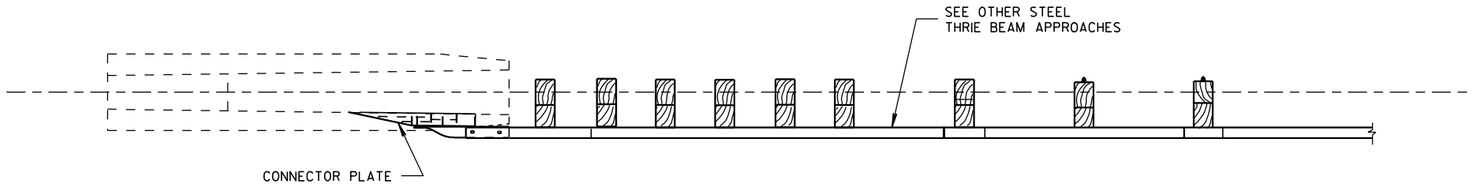
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

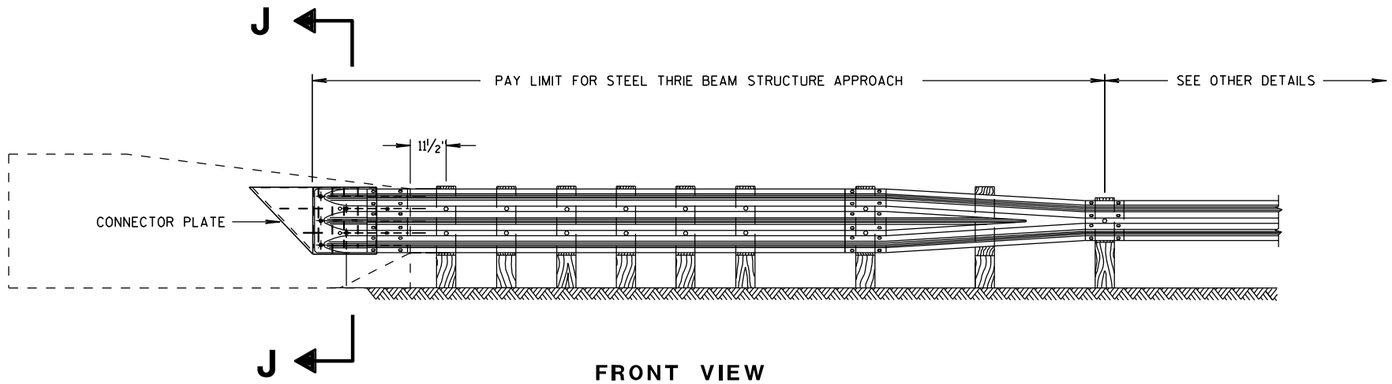
6
S.D.D. 14 B 20-11g



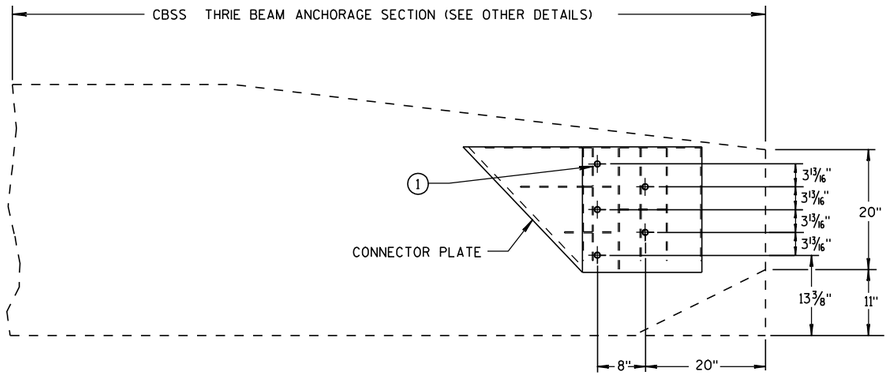
SECTION J-J



PLAN VIEW



FRONT VIEW



CONNECTOR PLATE LOCATION

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 614.

CONNECTOR PLATE, DRILLING HOLES THROUGH PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(1) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

STEEL THRIE BEAM STRUCTURE APPROACH

STEEL THRIE BEAM STRUCTURE APPROACH, SINGLE SLOPE ATTACHMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

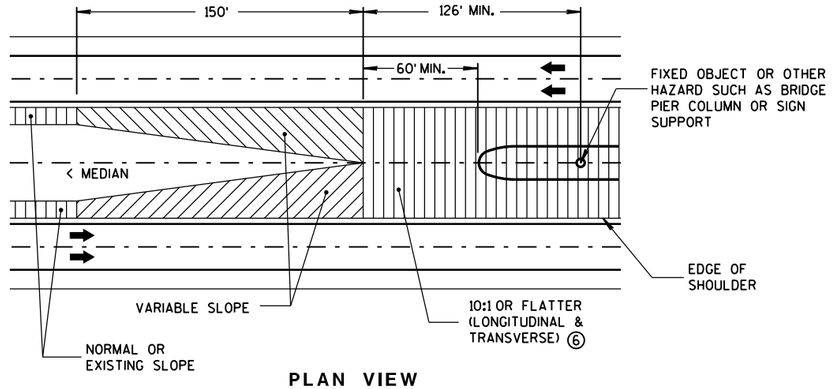
FHWA

6

S.D.D. 14 B 20-11h

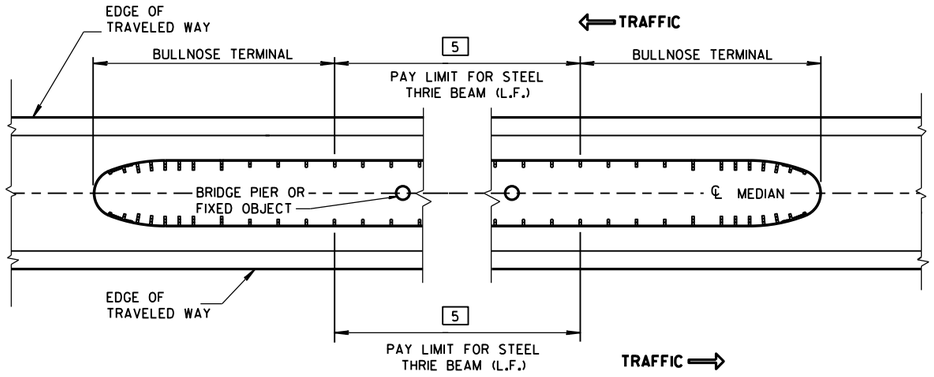
6

S.D.D. 14 B 20-11h

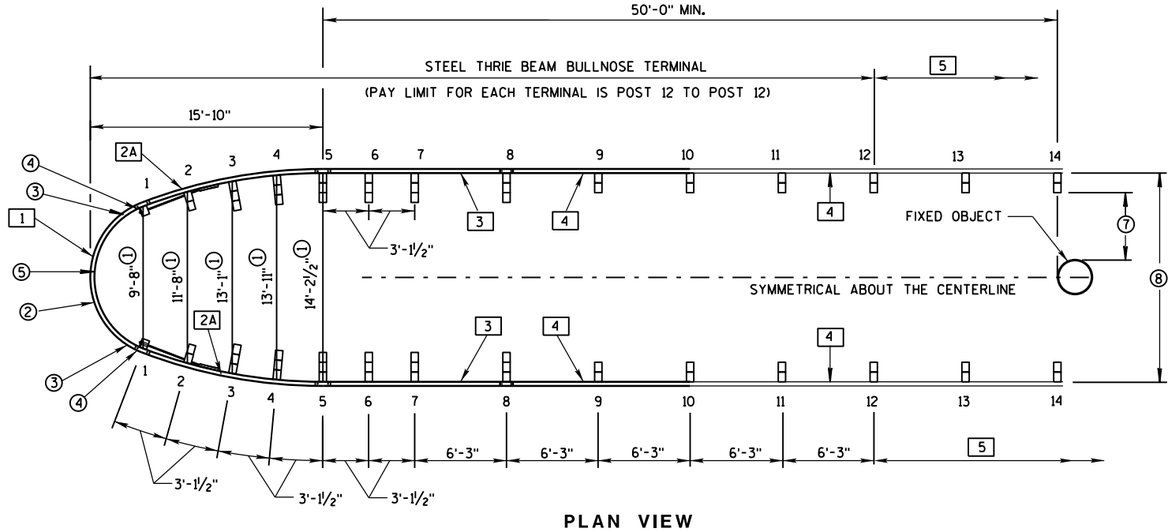


PLAN VIEW

GRADING AT BULLNOSE
(ALL INSTALLATIONS)

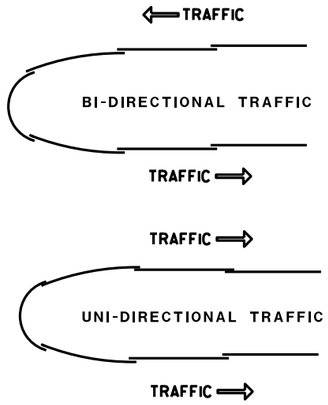


MEDIAN HAZARD PROTECTION PAY LIMITS



PLAN VIEW

TYPICAL BULLNOSE LAYOUT



LAPPING DETAIL
(ALL INSTALLATIONS)

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

PUNCHING, DRILLING, CUTTING OR WELDING IS NOT PERMITTED ON ANY GALVANIZED THRIE BEAM ACCESSORY OR TERMINAL ACCESSORY.

OTHER ANCHOR CABLE ASSEMBLIES HAVING 40,000 LBS. MIN. BREAKING STRENGTH MAY BE USED.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

THE USE OF STEEL POSTS ON THE BULLNOSE IS NOT ALLOWED.

BOLTS AND ALL NECESSARY HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

ALL THRIE BEAM SHALL BE 12-GAUGE.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½" AND 12" DIAMETER AROUND POST. SEE SDD 14B15 OR SDD 14B42 FOR MORE INFORMATION.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A. (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO.4. (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.

② U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.

③ NOSE CABLE W/SWAGGED END BUTTONS.

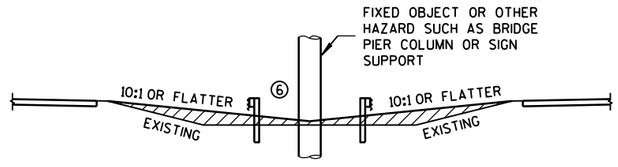
④ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

⑤ THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.

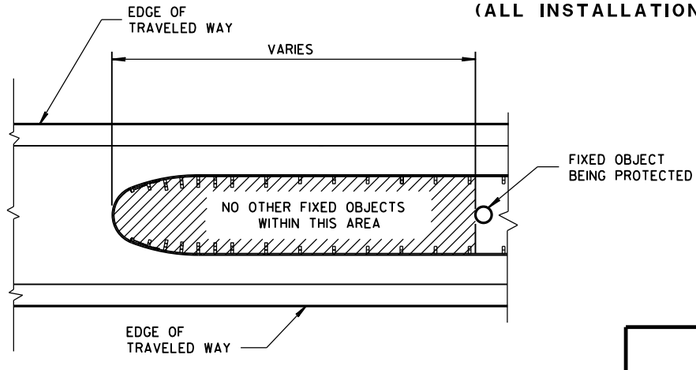
⑥ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

⑦ 2'-6" MINIMUM LATERAL DISTANCE BETWEEN BACK OF POST AND FACE OF FIXED OBJECT.

⑧ MAXIMUM WIDTH OF SYSTEM IS 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



MEDIAN GRADING SECTION
(ALL INSTALLATIONS)

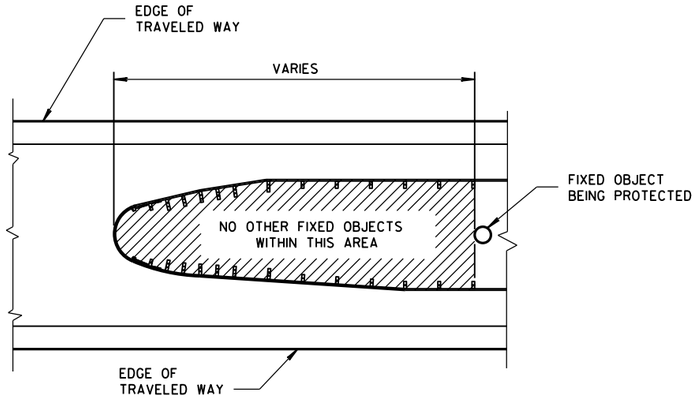


HAZARD FREE AREA INSIDE BULLNOSE

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 26-3a



HAZARD FREE
AREA INSIDE BULLNOSE

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A, (POST 1 TO POST 5)

[2B] SLOTTED THRIE BEAM RAIL NO. 2B, (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

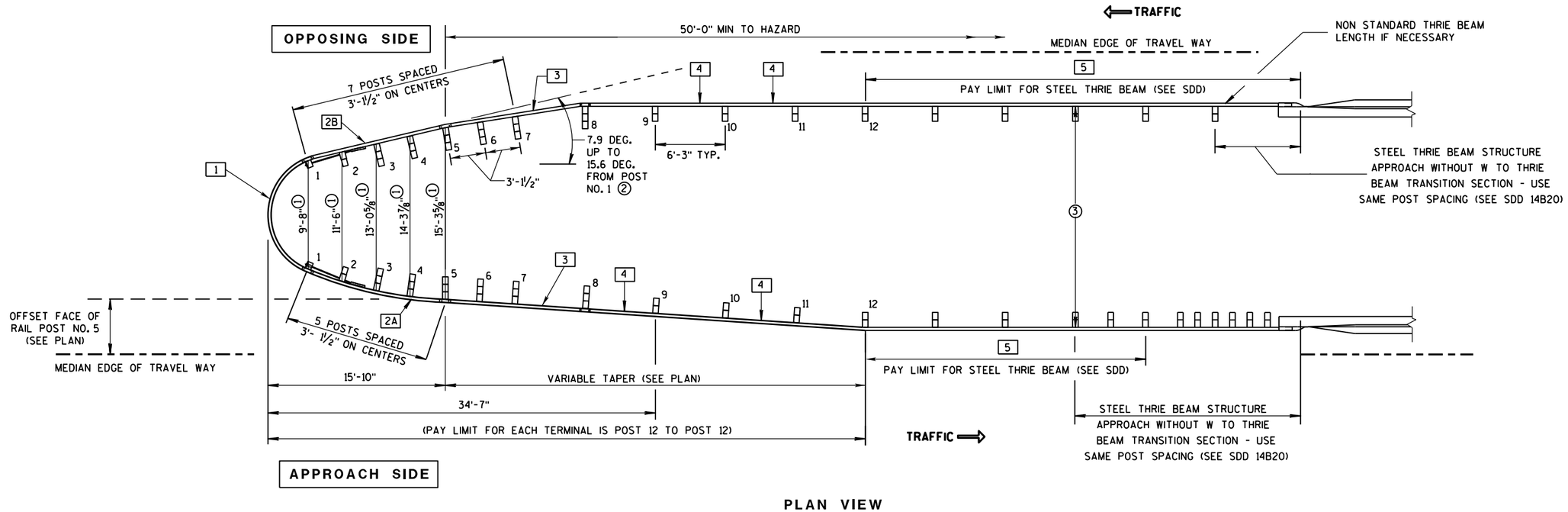
[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST.

② TAPER BEGINNING AT POST NO. 1 MUST CONTINUE TO POST NO. 5. PAST POST NO. 5 TAPER MAY END OR BE EXTENDED UP TO 15.6 DEGREES TO FIT VARIABLE MEDIAN WIDTHS. (SEE PLAN)

③ FOR MEDIANS WIDER THAN 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



PLAN VIEW

WIDENED BULLNOSE DESIGN

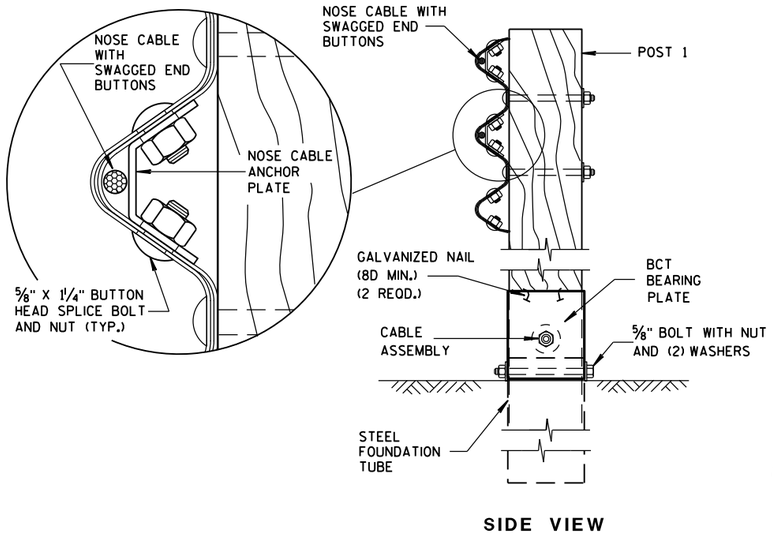
(INSTALLATION AT TWIN BRIDGES WITH BI-DIRECTIONAL TRAFFIC SHOWN)

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

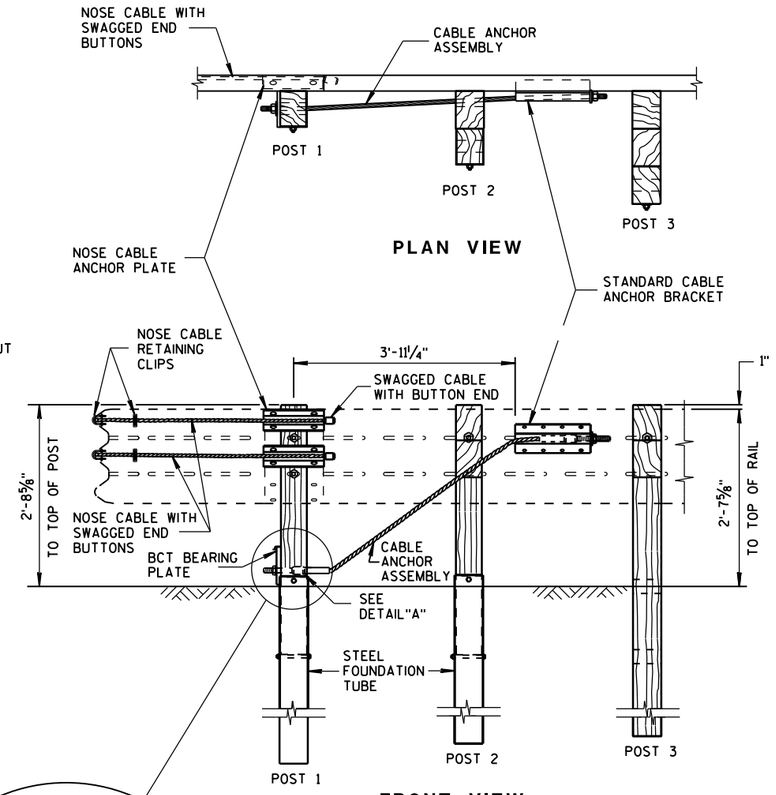
6

S.D.D. 14 B 26-3b



SIDE VIEW

NOSE CABLE ASSEMBLY AT POST NO. 1



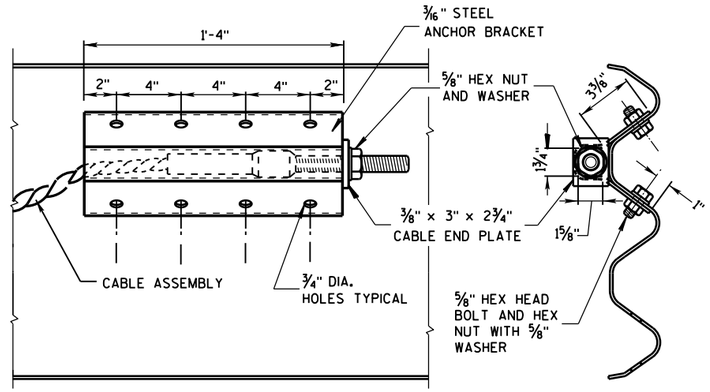
PLAN VIEW

FRONT VIEW

NOSE CABLE ANCHOR AND STANDARD BRACKET ASSEMBLY

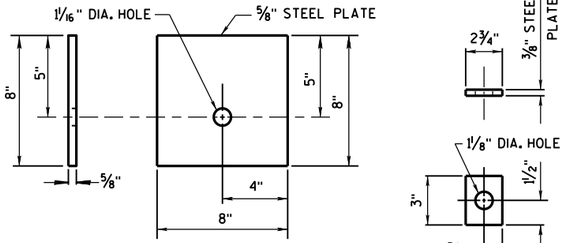
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



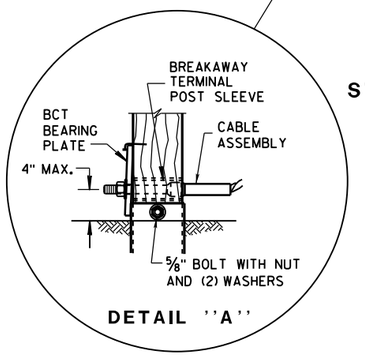
FRONT VIEW END VIEW

DETAILS OF CABLE ANCHOR BRACKET

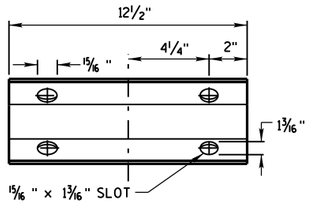


BCT BEARING PLATE

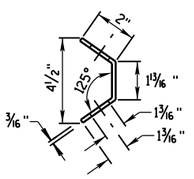
CABLE END PLATE



DETAIL ''A''



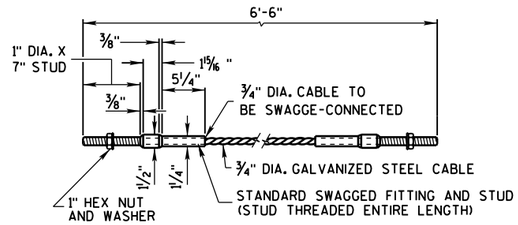
ELEVATION VIEW



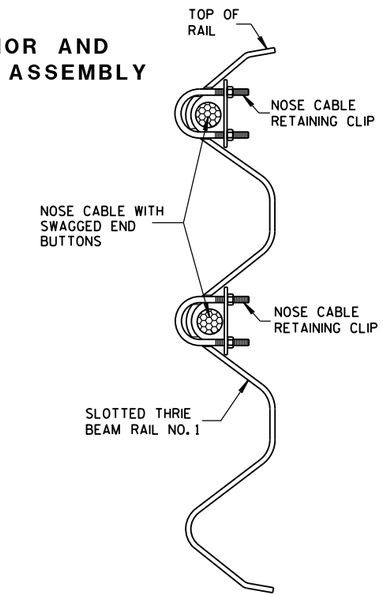
END VIEW

NOSE CABLE ANCHOR PLATE

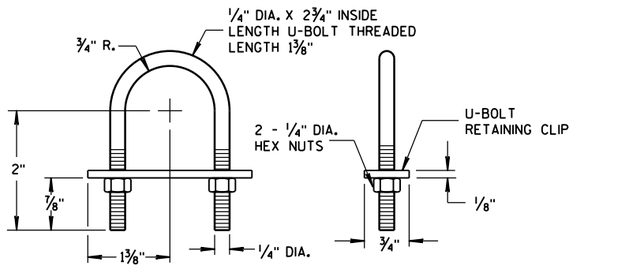
NOTE: 12 1/2" x 5 13/16" x 3/16" STEEL PLATE (A306)



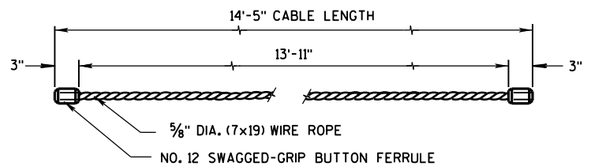
DETAILS OF CABLE ANCHOR ASSEMBLY



PLACEMENT OF NOSE CABLE RETAINING CLIP



NOSE CABLE RETAINING CLIP



NOSE CABLE WITH SWAGGED END BUTTONS

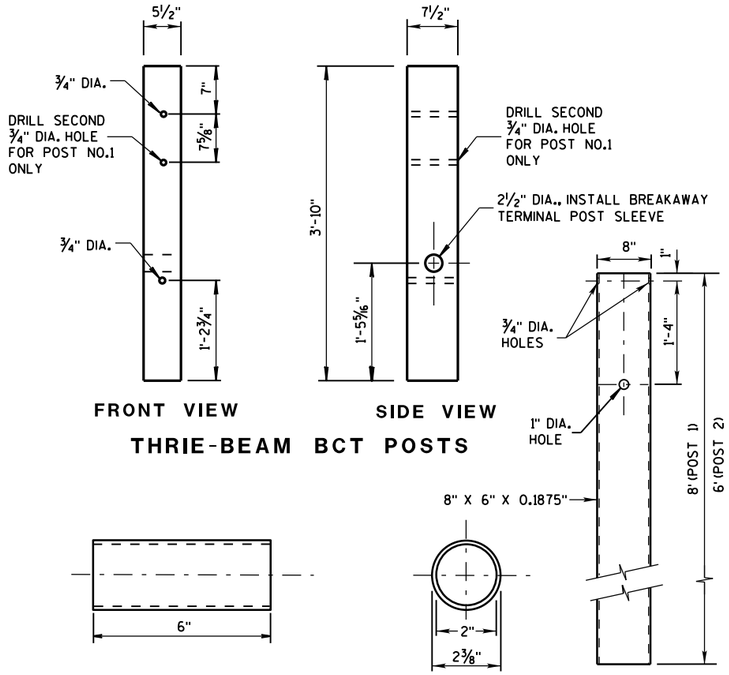
TO PULL OFF SWAGGED GRIP BUTTON FERRULE FROM WIRE ROPE REQUIRES A FORCE EQUAL TO 98% OF THE WIRE ROPE'S BREAKING STRENGHT.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

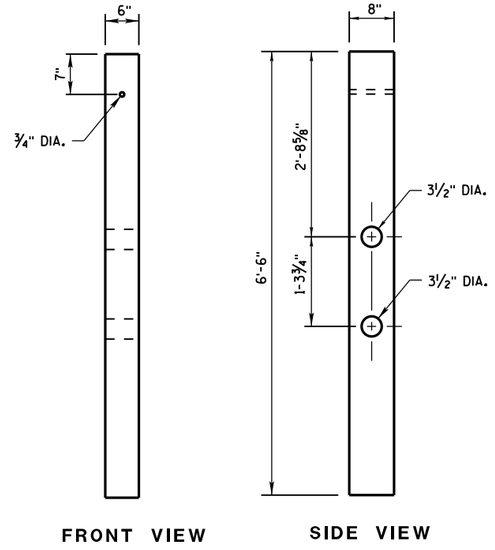
S.D.D. 14 B 26-3c



THRIE-BEAM BCT POSTS

BREAKAWAY TERMINAL POST SLEEVE

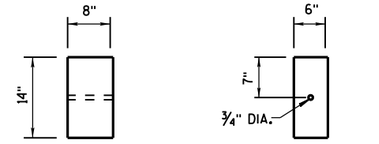
STEEL FOUNDATION TUBE



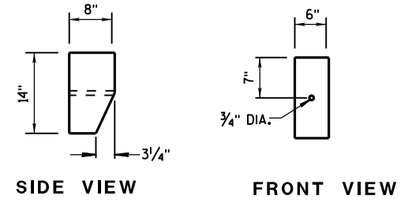
THRIE-BEAM CRT WOOD POSTS

GENERAL NOTES

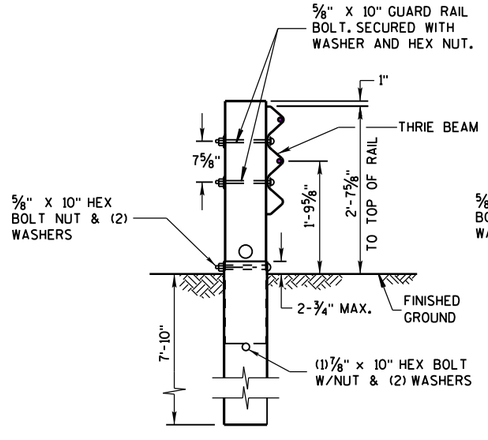
SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



STANDARD WOOD BLOCK

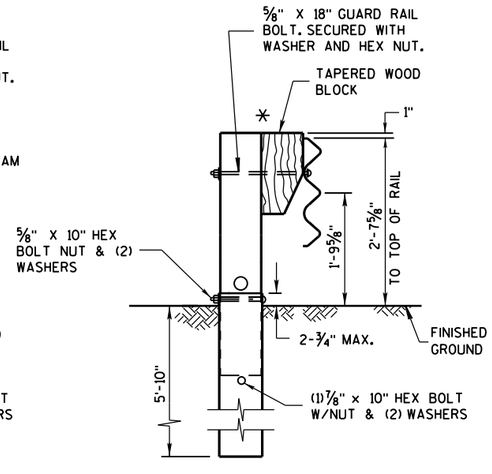


TAPERED WOOD BLOCK



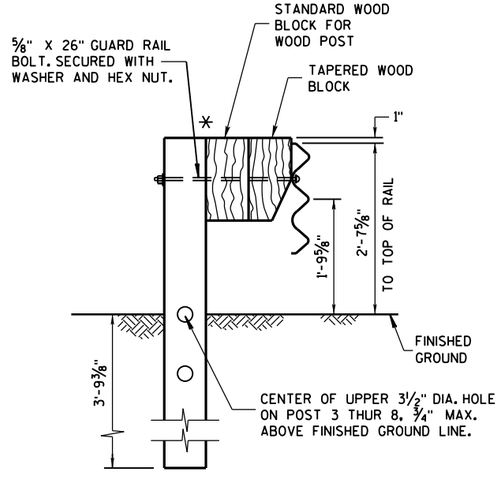
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



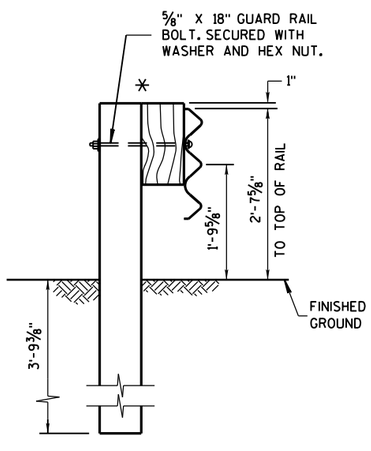
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

POST NO. 2



THRIE-BEAM CRT POST
(6'-6" LONG POST WITH 1'-2" BLOCK AND 1'-2" TAPERED BLOCK)

POST NO. 3,4,5,6,7, & 8



THRIE-BEAM POST
(6'-6" LONG POST WITH 1'-2" BLOCK)

POST NO. 9,10,11,& 12

(ALSO USE FOR STEEL THRIE BEAM BEYOND POST 12)

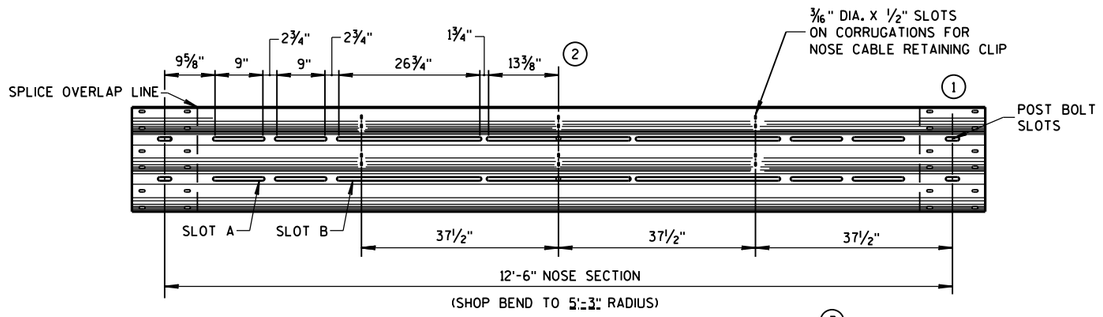
* IF NEEDED DUE TO AN UNDERGROUND OBSTACLE ADD 1 ADDITIONAL STANDARD BLOCKOUT TO POST.

STEEL THRIE BEAM BULLNOSE TERMINAL

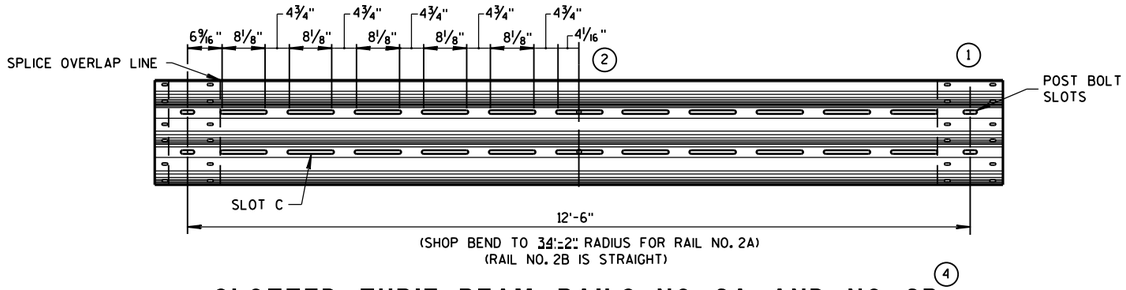
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

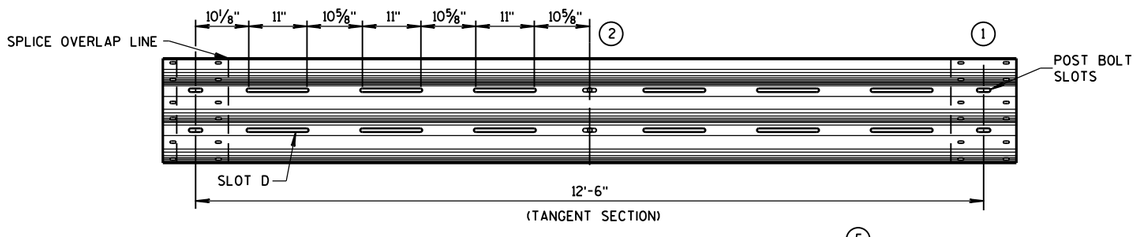
S.D.D. 14 B 26-3d



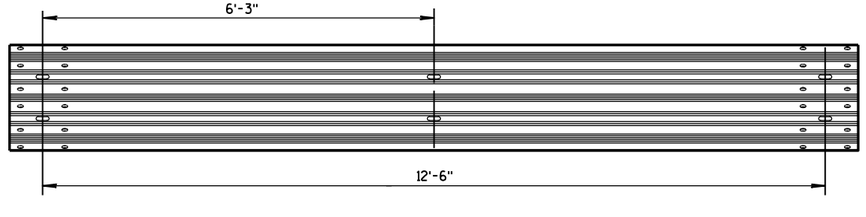
SLOTTED THRIE BEAM RAIL NO. 1 (3)



SLOTTED THRIE BEAM RAILS NO. 2A AND NO. 2B (4)



SLOTTED THRIE BEAM RAIL NO. 3 (5)



UNBENT STANDARD THRIE BEAM RAIL NO. 4 AND NO. 5

GENERAL NOTES

SEE STANADRD DETAIL DRAWINGS 14 B 26a-e.

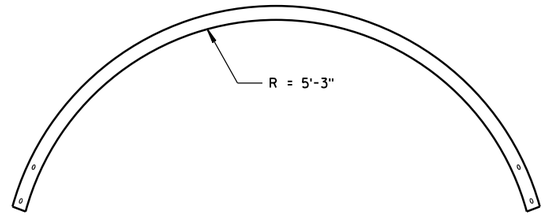
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

(3) SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3".

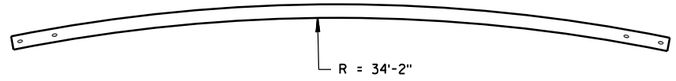
(4) SLOTTED THRIE BEAM RAIL NO. 2A, 12'-6", SHOP BEND TO R=34'-2".
SLOTTED THRIE BEAM RAIL NO. 2B, 12'-6", RAIL IS STRAIGHT.

(5) SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT.



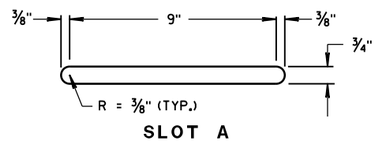
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

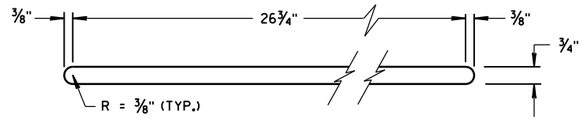


PLAN VIEW

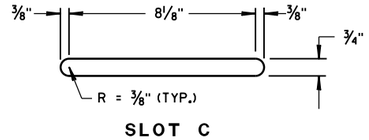
SLOTTED THRIE BEAM RAIL NO. 2A



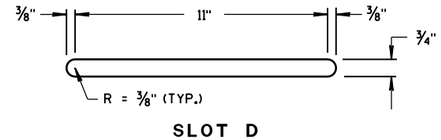
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2014 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

290

NT

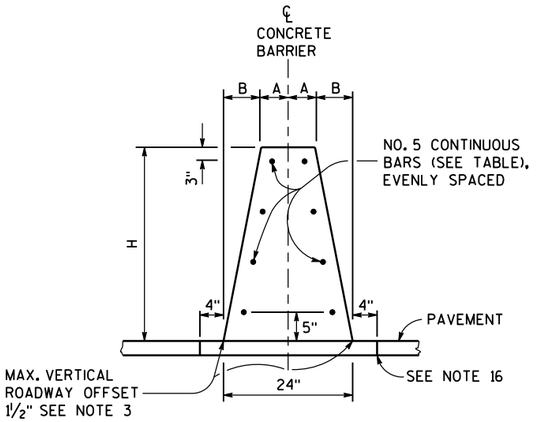
FHWA

6

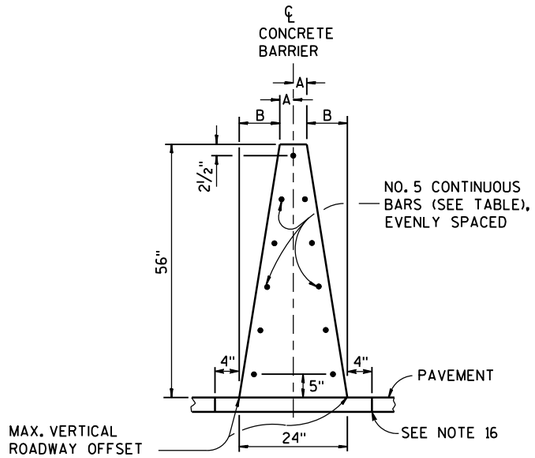
S.D.D. 14 B 26-3e

6

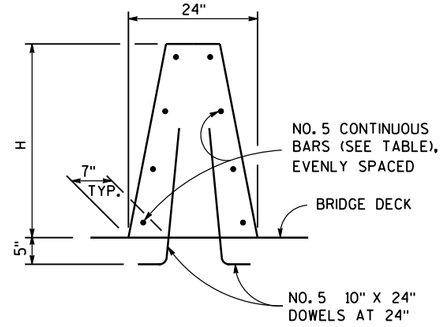
S.D.D. 14 B 26-3e



32-INCH, 36-INCH OR 42-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S32, TYPE S36, AND TYPE S42)



56-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S56)



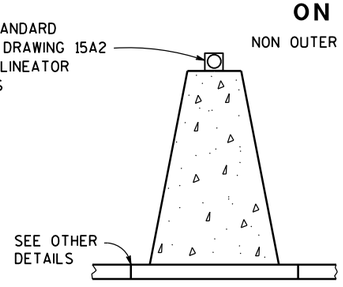
SINGLE SLOPE CONCRETE BARRIER ON BRIDGE

NON OUTER PARAPET APPLICATION

GENERAL NOTES

1. WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.
2. EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL DECK, AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL SHALL BE THE SAME SIZE AS JOINT OR ½" MINIMUM.
3. WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1½", USE TYPE A
4. PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.
5. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
6. FOR TYPE S32, TYPE S36, TYPE S42, AND S56 MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
7. STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL 2 FEET. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
8. 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.
9. WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAPS TO BE FIRMLY TIED.
10. USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
11. 2" CLEAR COVER TYPICAL.
12. COLD-JOINTS MAY BE USED BETWEEN ANCHOR INSTALLATIONS. WHEN A COLD JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED.
13. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 NO ADDITIONAL VERTICAL STEEL NEEDED. IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A REQUIRES VERTICAL STEEL. SEE OTHER DETAIL.
14. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 DEPTH OF FOOTING 10". IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A MATCH TOTAL HEIGHT OF SINGLE SLOPE BARRIER RETAINING WALL.
15. FOR ALL BARRIER TYPES SHOWN, ANCHOR IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN ON DRAWING OR DETAILS SHOWN ON S.D.D. 14B33. ANCHORS INCIDENTAL TO CBSS.
16. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6¼	5¾	8
42	5¼	6¾	10
56	3	9	11



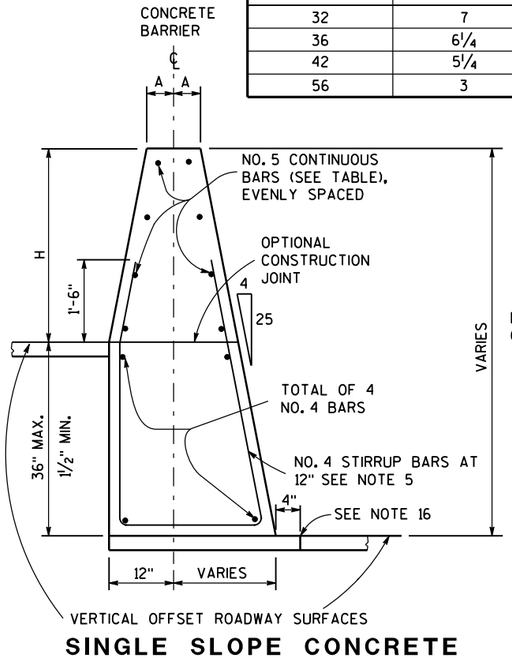
DELINEATION

DELINEATOR SPACING ON HORIZONTAL CURVES

RADIUS OF CURVE	APPROXIMATE SPACING ON CURVE
50 FEET	20 FEET
115 FEET	25 FEET
180 FEET	35 FEET
250 FEET	40 FEET
300 FEET	50 FEET
400 FEET	55 FEET
500 FEET	65 FEET
600 FEET	70 FEET
700 FEET	75 FEET
800 FEET	80 FEET
900 FEET	85 FEET
1000 FEET	90 FEET

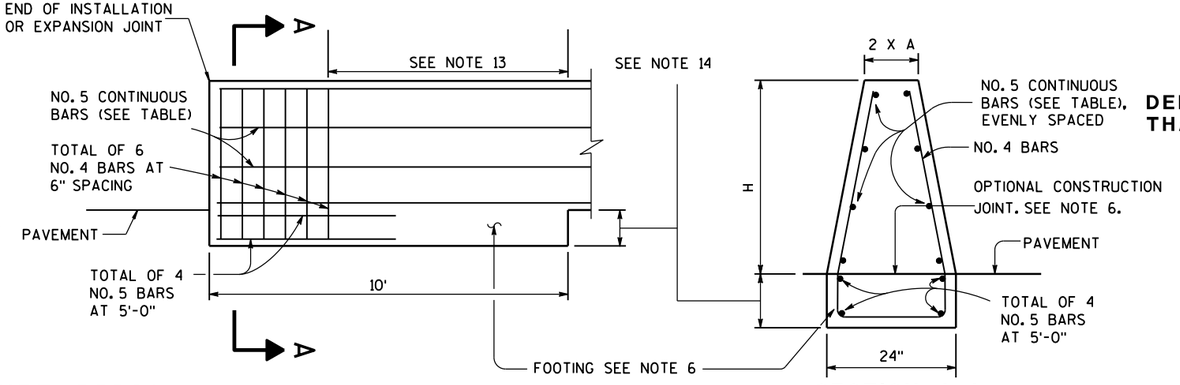
DELINEATOR SPACING ON RADIUS GREATER THAN 1000 FEET OR TANGENT SECTIONS

	LENGTH OF BARRIER	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2	



SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL (TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)

(BETWEEN ADJACENT ROADWAYS)



END ANCHOR SINGLE SLOPE CONCRETE BARRIER

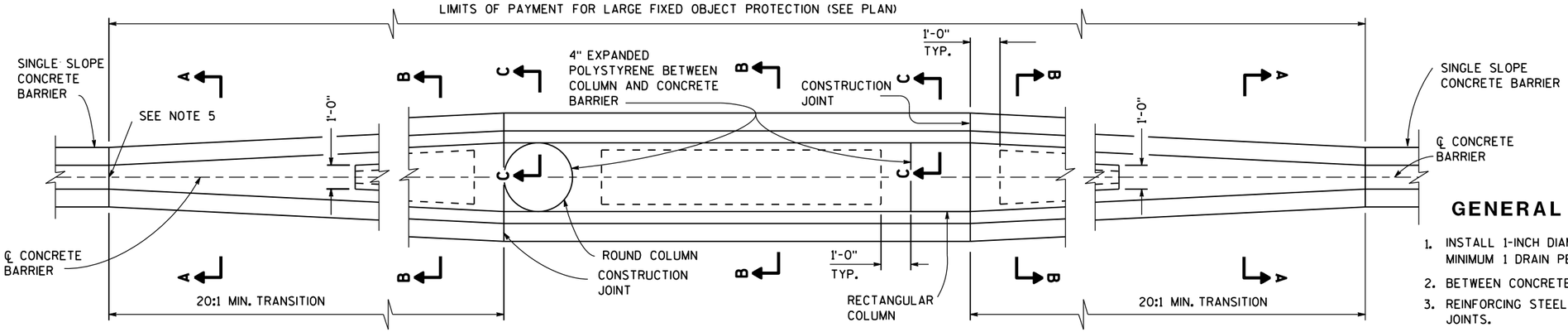
AT CONSTRUCTION JOINT

SECTION A-A

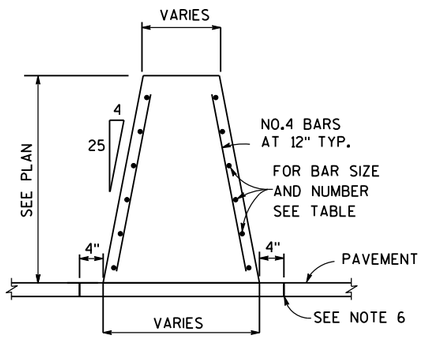
CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

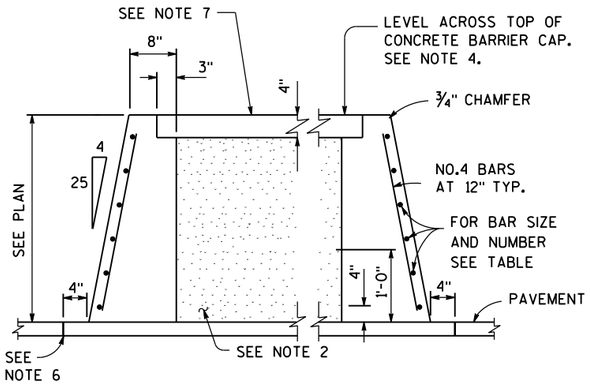
6
S.D.D. 14 B 32-3a



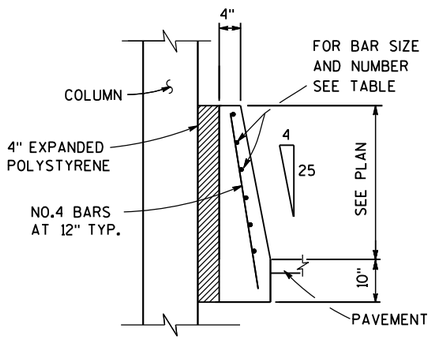
LARGE FIXED OBJECTS PROTECTION
TYPE S32, TYPE S36, TYPE S42, TYPE S56



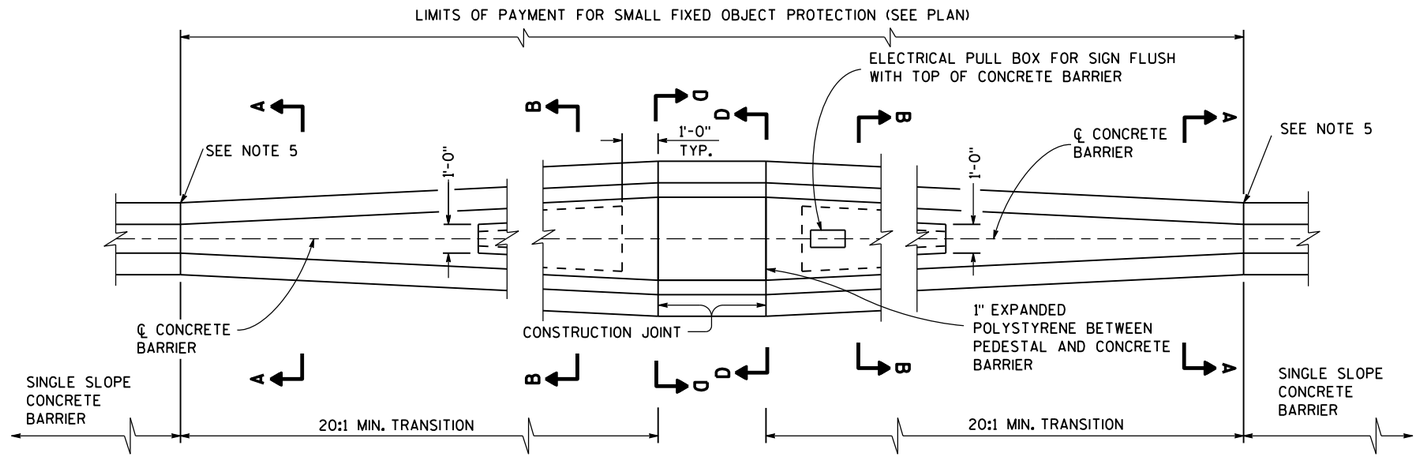
SECTION A-A



SECTION B-B



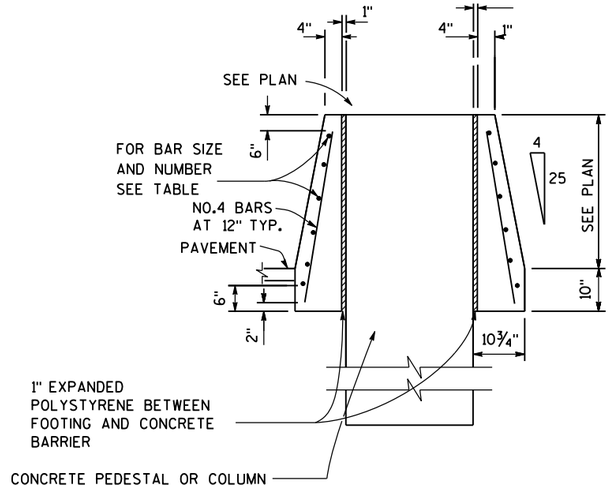
SECTION C-C



SMALL FIXED OBJECTS PROTECTION
TYPE S32, TYPE S36, TYPE S42, TYPE S56

GENERAL NOTES

1. INSTALL 1-INCH DIAMETER DRAIN PIPE EVERY 20 FEET OF CROSS SECTION B-B. MINIMUM 1 DRAIN PER CAVITY.
2. BETWEEN CONCRETE BARRIER WALLS FILL WITH GRANULAR BACKFILL GRADE 2
3. REINFORCING STEEL SHALL EXTEND CONTINUOUS THROUGH CONSTRUCTION JOINTS.
4. ADJUST HEIGHT OF CONCRETE BARRIER WALL ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF CONCRETE CAP.
5. IF FIXED OBJECT PROTECTION IS INSTALLED FIRST, USE COLD JOINTS. IF CBSS PLACED FIRST, USE EXPANSION JOINT.
6. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
7. USE NO. 3 BAR SPACED 12 INCHES CENTER TO CENTER (PLACED IN EACH DIRECTION) OR EQUIVALENT WIRE MESH.



SECTION D-D

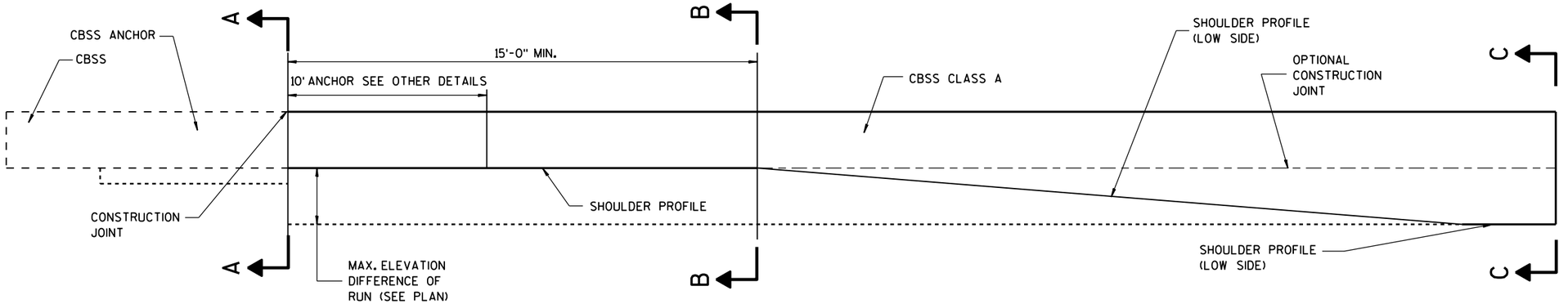
BARRIER HEIGHT H INCHES	BAR SIZE	NUMBER OF BARS EACH
32	4	6
36	4	6
42	5	6
56	5	9

CONCRETE BARRIER SINGLE SLOPE (CBSS)

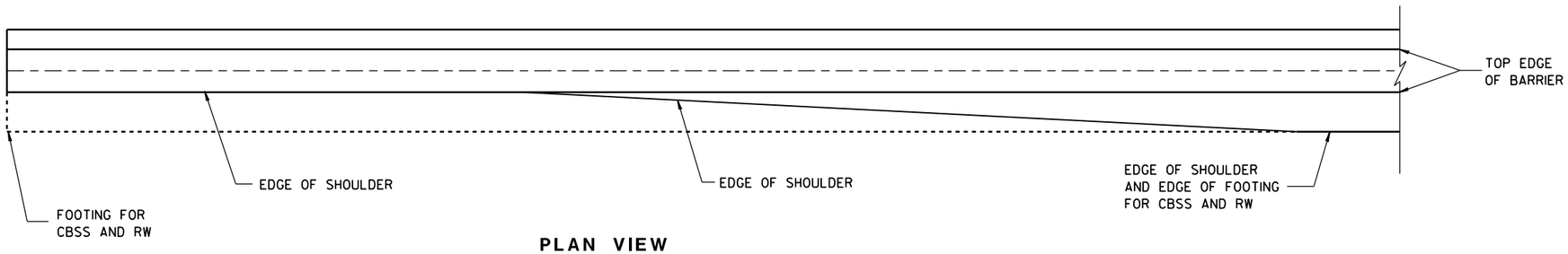
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

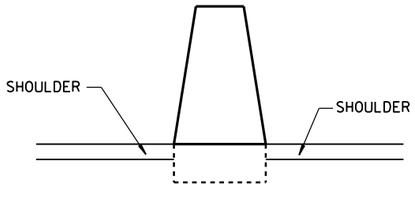
S.D.D. 14 B 32-3b



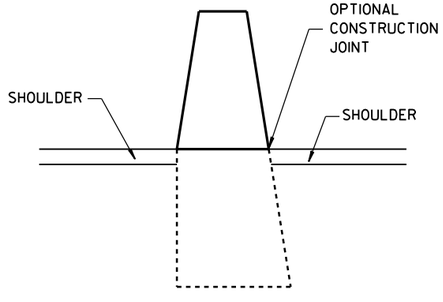
ELEVATION VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



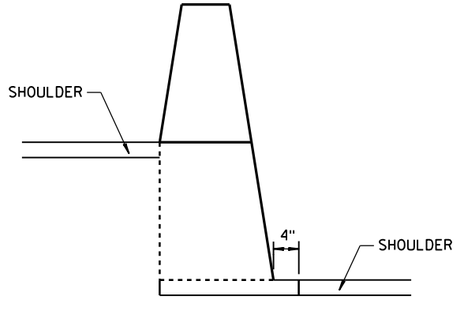
PLAN VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



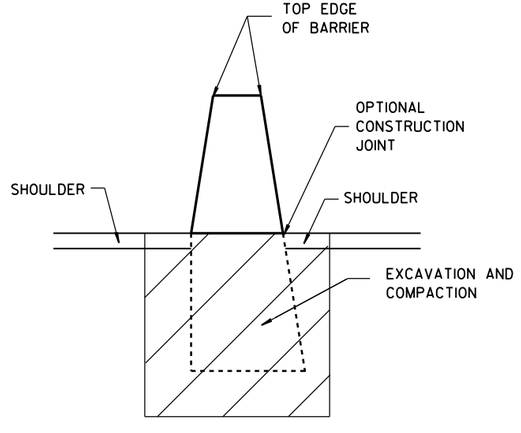
SECTION A-A



SECTION B-B



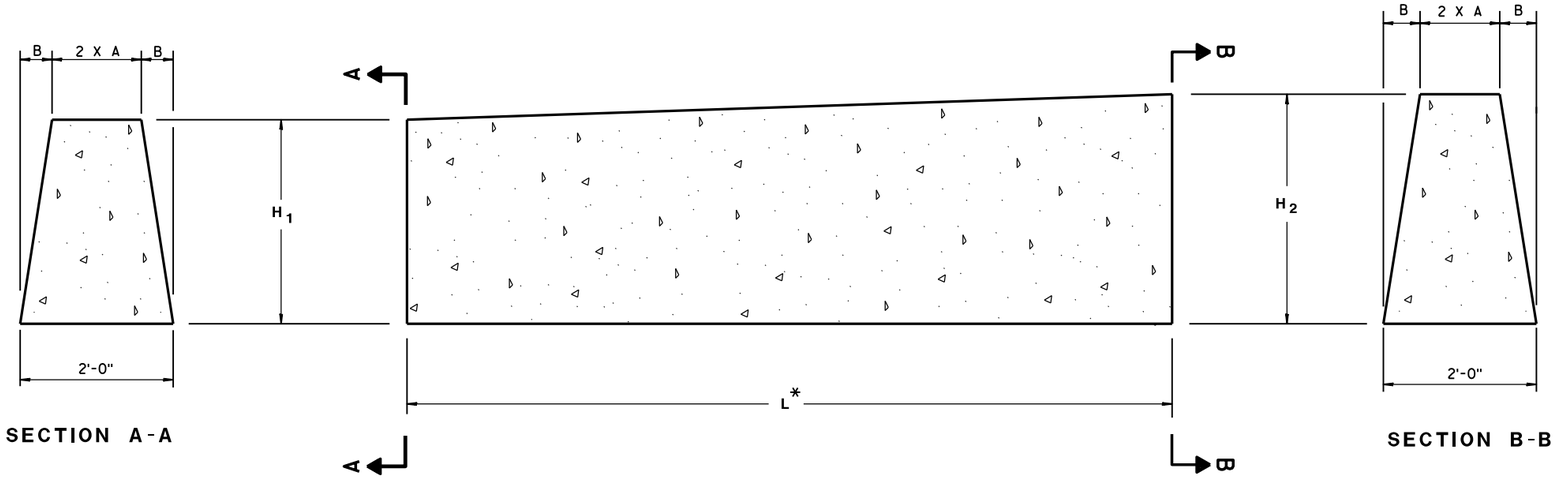
SECTION C-C



CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 32-3c



SECTION A-A

SECTION B-B

DOUBLE COLD JOINT HEIGHT TRANSITION

BARRIER DIMENSIONS

BARRIER HEIGHT INCHES	A INCHES	B INCHES
32	7	5
36	6 1/4	5 3/4
42	5 1/4	6 3/4
56	3	9

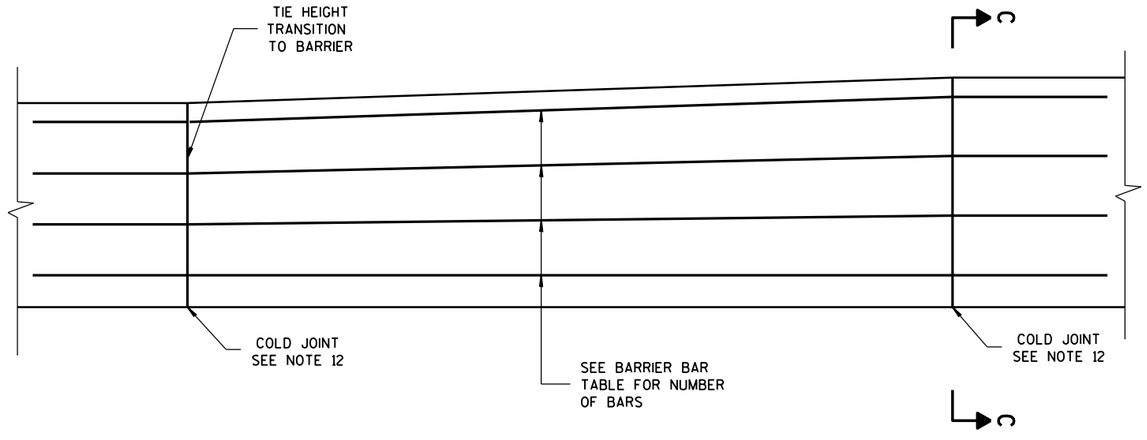
MULTIPLE HEIGHT TRANSITIONS MAY BE USED IN SEQUENCE TO GET TO APPROPRIATE HEIGHT.

USE COLD JOINT TO CONNECT MULTIPLE HEIGHT TRANSITIONS.

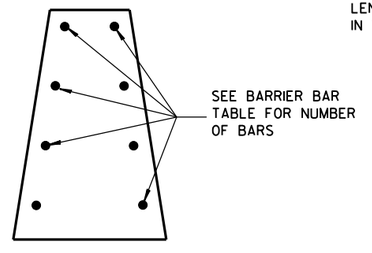
BARRIER BARS

H_1	H_2	L*	NUMBER OF NO. 5 BARS
32"	36"	10'-0"	8
36"	42"	10'-6"	10
42"	56"	24'-6"	11

* LENGTH OF DOUBLE COLD JOINT INCLUDED IN THE TOTAL LENGTH OF CBSS.



STEEL REINFORCEMENT DETAIL



SECTION C-C

CONCRETE BARRIER SINGLE SLOPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2014 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

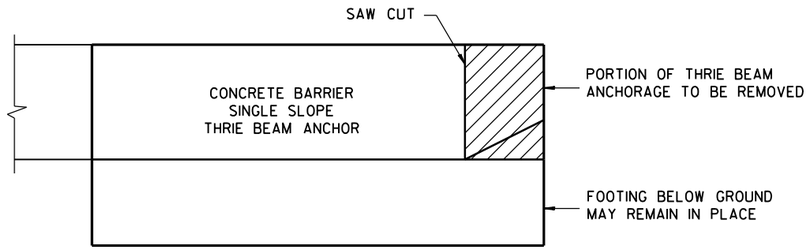
FHWA

6

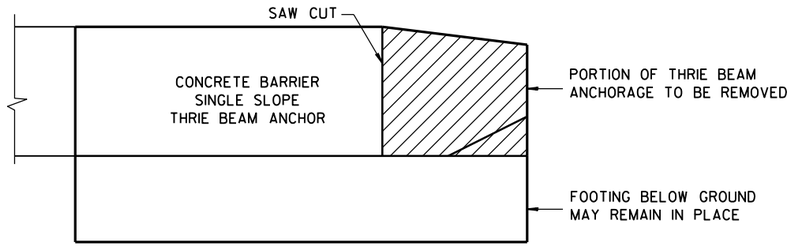
S.D.D. 14 B 32-3d

6

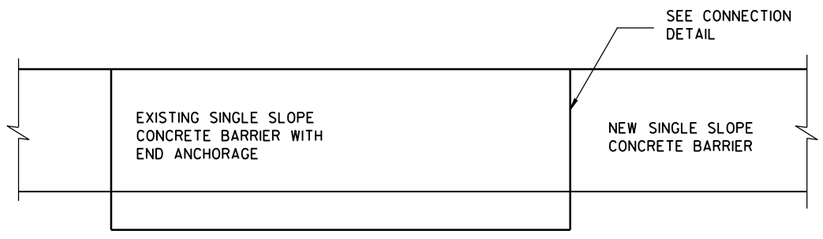
S.D.D. 14 B 32-3d



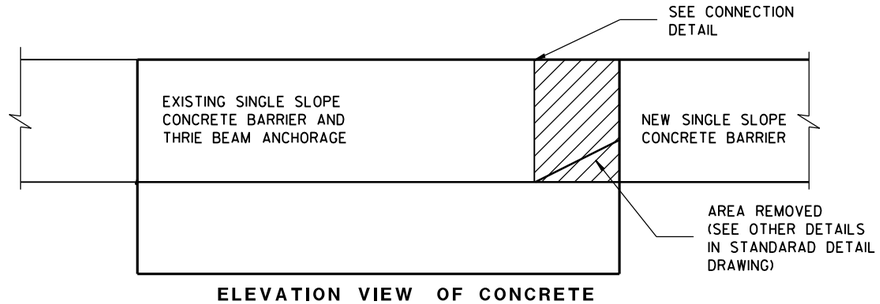
REMOVAL AREA OF
32" CONCRETE THRIE BEAM ANCHORAGE



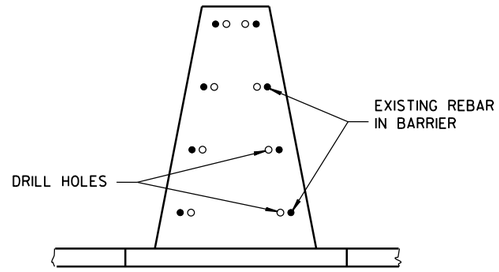
REMOVAL AREA OF CONCRETE THRIE BEAM
ANCHORAGE WITH HEIGHT GREATER THAN 32"



ELEVATION VIEW OF CONCRETE
BARRIER EXTENSION NEAR END ANCHORAGE



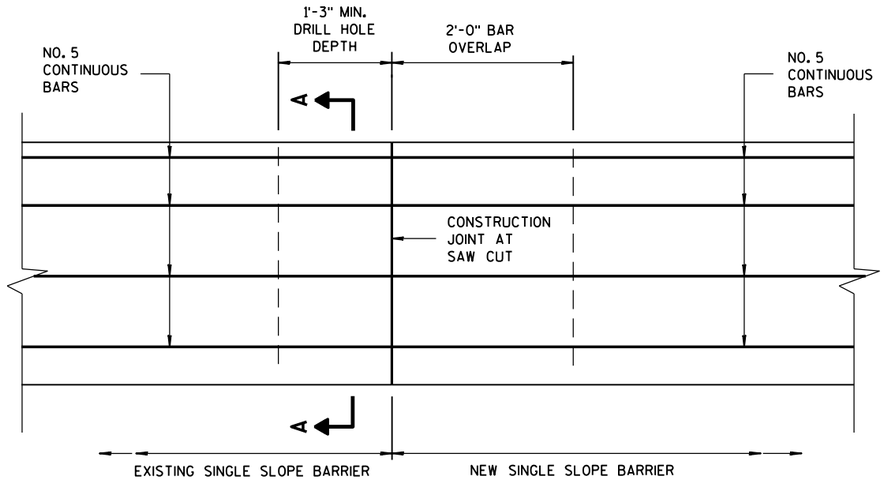
ELEVATION VIEW OF CONCRETE
BARRIER EXTENSION NEAR THRIE BEAM TERMINAL



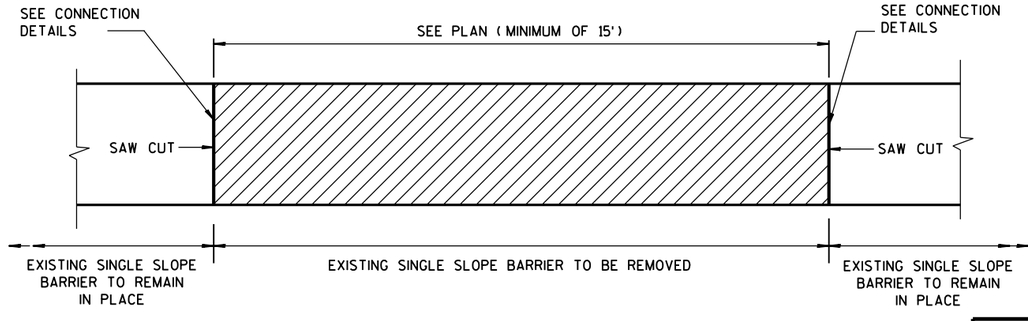
SECTION A-A

GENERAL NOTES

1. THE NUMBER OF DRILL HOLES IS EQUAL TO THE NUMBER OF REBAR IN BARRIER (SEE OTHER DETAILS).
2. MINIMUM DEPTH OF DRILL HOLES IS 1'-3".
3. DRILL HOLES TO BE A MINIMUM OF 4 INCHES FROM THE EDGE OF CONCRETE.
4. INSTALL EPOXY COATED NO. 5 BARS IN DRILL HOLES.
5. END ANCHORAGE MAY OR MAY NOT BE PRESENT ON EXISTING BARRIER.
6. REMOVE THRIE BEAM ANCHORAGE AS SHOWN.



CONNECTION OF EXISTING SINGLE SLOPE CONCRETE BARRIER TO
NEW SINGLE SLOPE CONCRETE BARRIER



ELEVATION FILE
BARRIER REMOVAL AND REPLACEMENT

CONCRETE BARRIER
SINGLE SLOPE

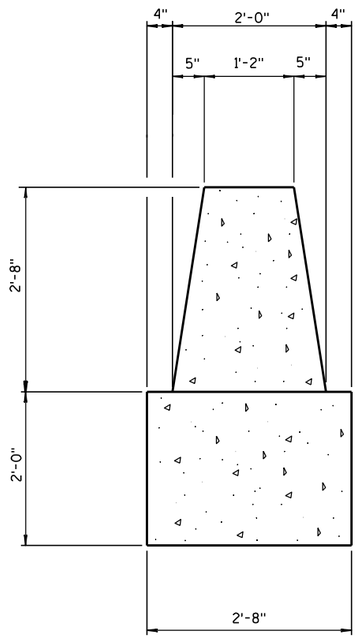
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

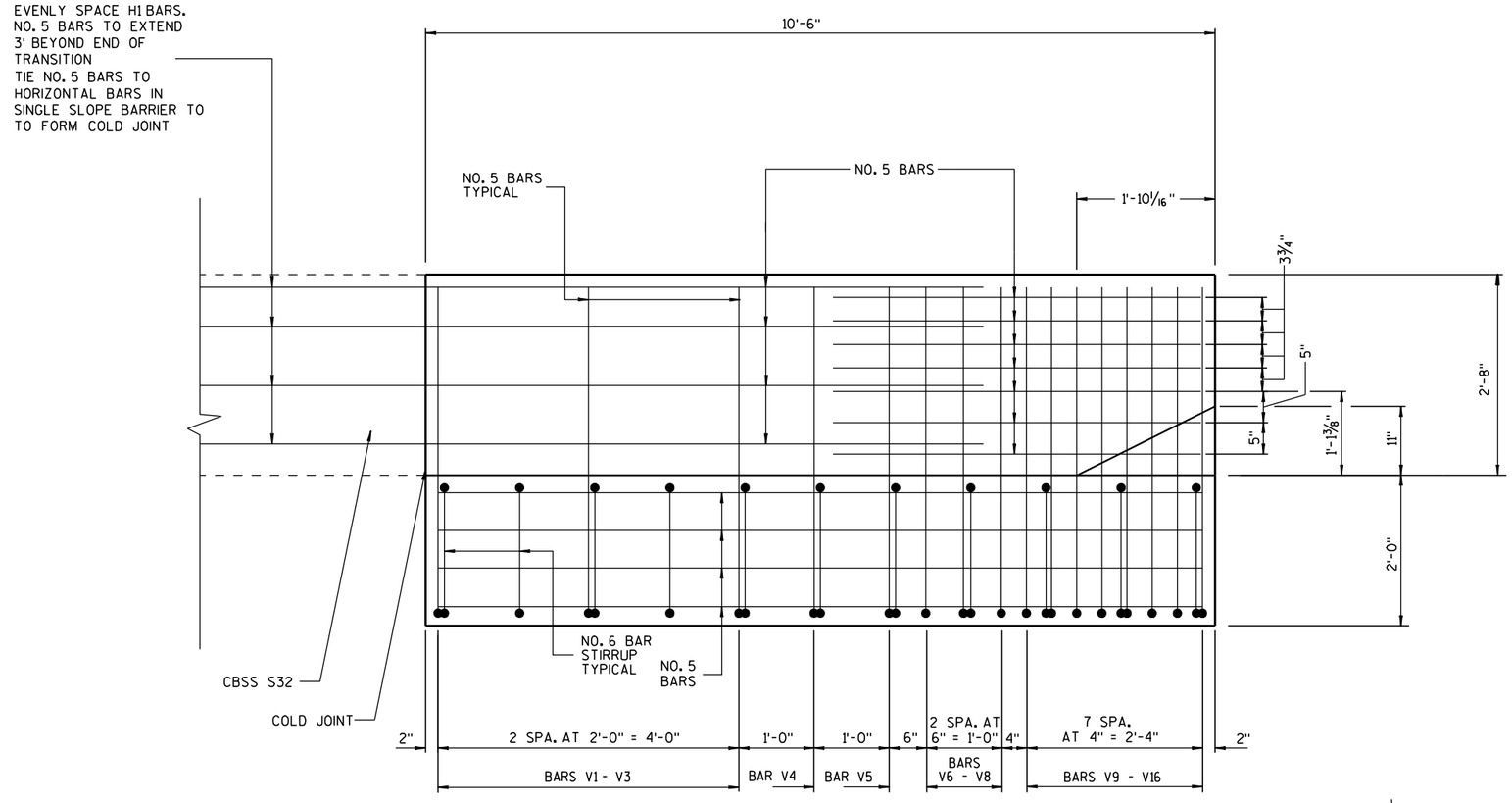
RETROFIT OR REPAIR SINGLE SLOPE CONCRETE BARRIER

6

S.D.D. 14 B 32-3e

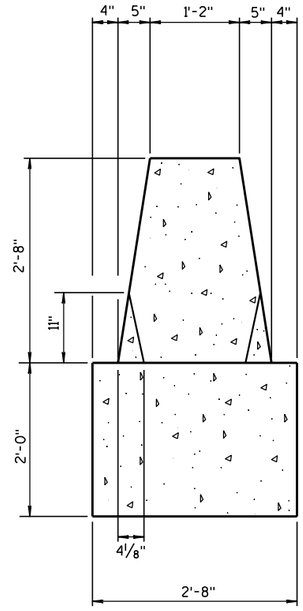


SECTION A-A

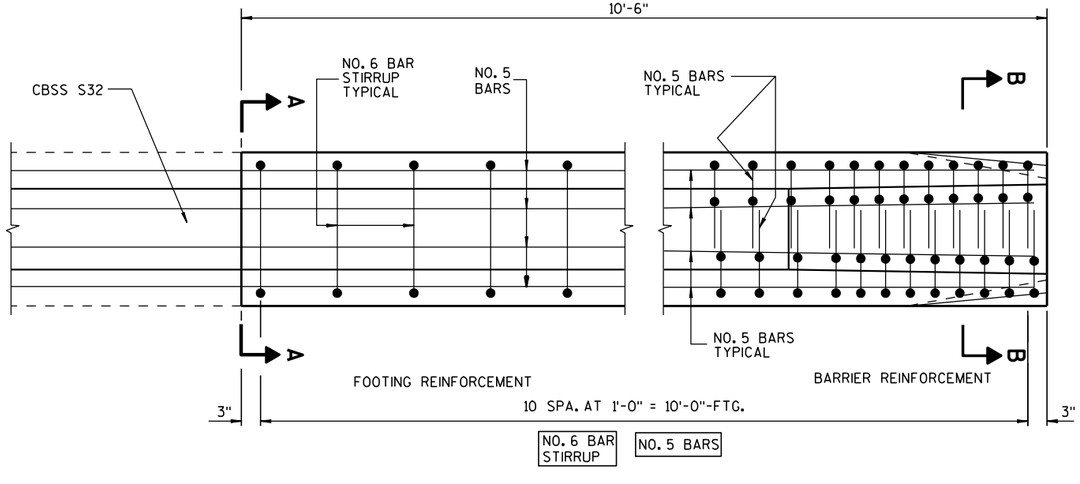


SEE SECTIONS (1) THRU (16)

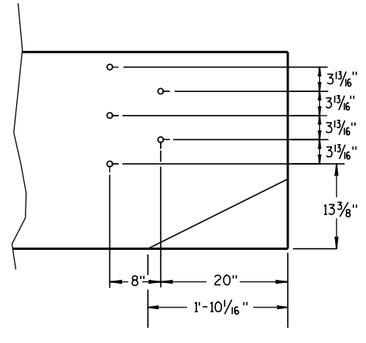
ELEVATION VIEW



SECTION B-B



PLAN VIEW



PVC PIPE LOCATIONS

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

THRIE BEAM ANCHOR INCIDENTAL TO CONCRETE BARRIER ITEM.

INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED.

EXTEND PVC PIPE COMPLETELY THROUGH BARRIER.

CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE of BARRIER.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

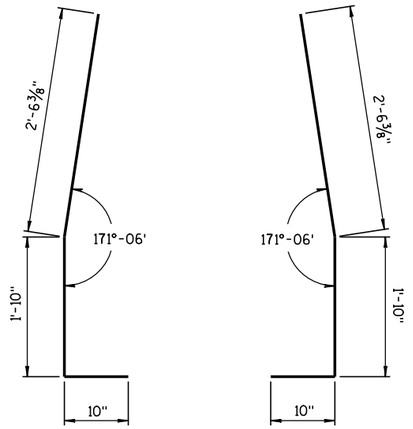
2" CLEAR COVER TYPICAL.

CONCRETE BARRIER
SINGLE SLOPE 32"
THRIE BEAM ANCHOR

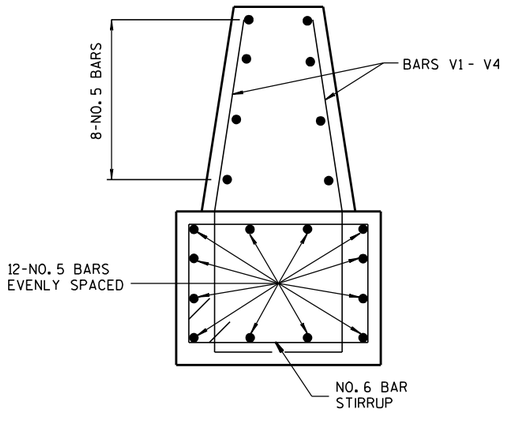
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

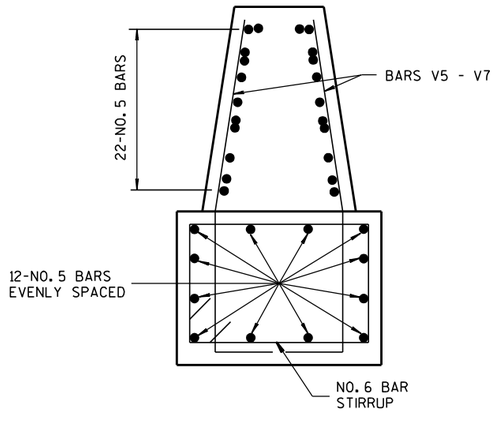
S.D.D. 14 B 33-1a



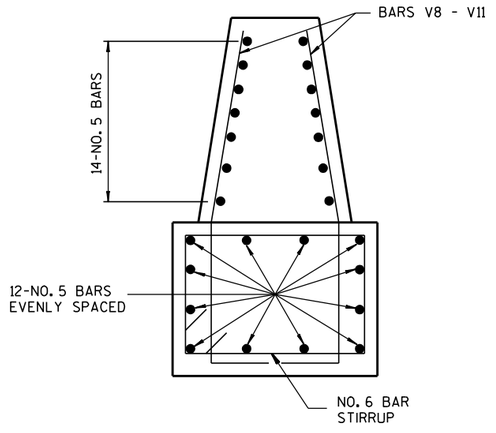
BAR BENDING DETAIL
FOR BARS V1 - V11



BAR DETAIL
SECTIONS 1 - 4



BAR DETAIL
SECTIONS 5 - 7



BAR DETAIL
SECTIONS 8 - 11

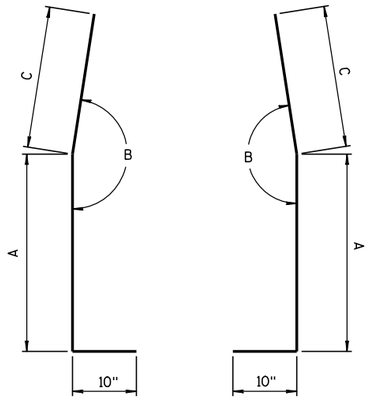
CONCRETE BARRIER
SINGLE SLOPE 32"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 33-1b

BAR CHART
SECTIONS V12 - V13

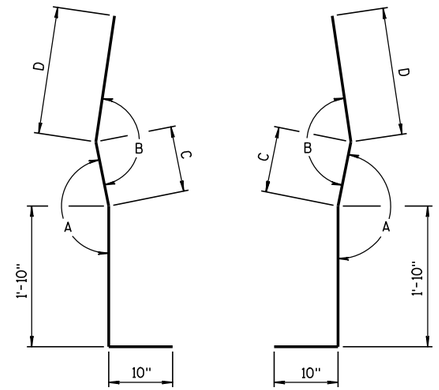
BAR	A	B	C
V12	2'-2"	171°-15'	2'-1 3/4"
V13	2'-7"	171°-05'	1'-9 3/8"



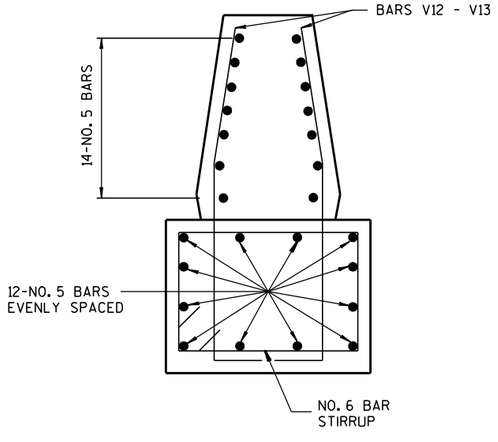
BAR BENDING DETAIL
FOR BARS V12 - V13

BAR CHART
SECTIONS V14 - V16

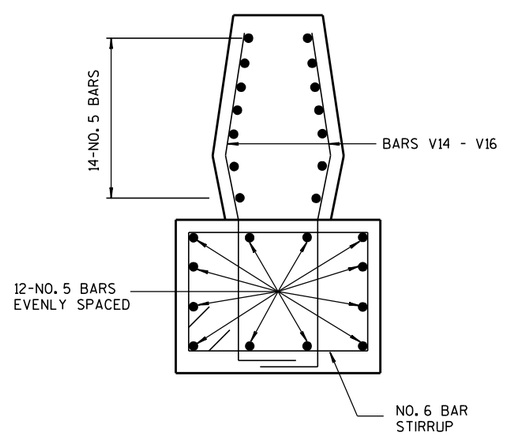
BAR	A	B	C	D
V14	168°-15'	159°-15'	6"	2'-0"
V15	169°-20'	161°-00'	8"	1'-10"
V16	168°-40'	160°-10'	10"	1'-8"



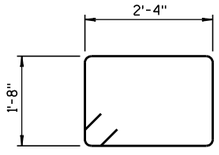
BAR BENDING DETAIL
FOR BARS V14 - V16



BAR DETAIL
SECTIONS 12 - 13



BAR DETAIL
SECTIONS 14 - 16



STIRRUP BAR
BENDING DETAIL

CONCRETE BARRIER
SINGLE SLOPE 32"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6-3-2010
DATE

/S/ Jerry H. Zoss
ROADWAY STANDARDS ENGINEER

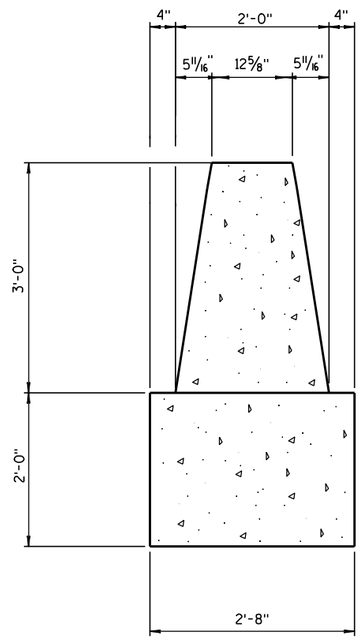
FHWA

6

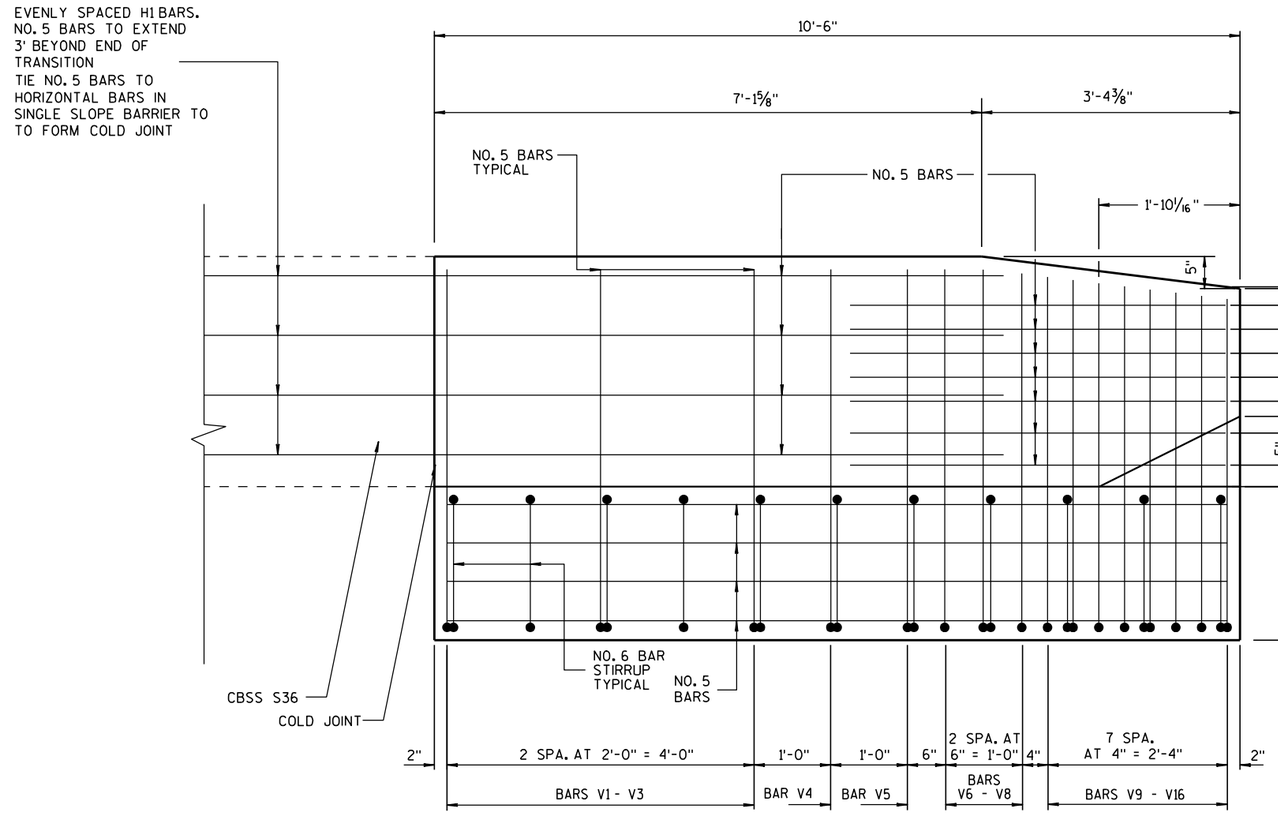
S.D.D. 14 B 33-1c

6

S.D.D. 14 B 33-1c

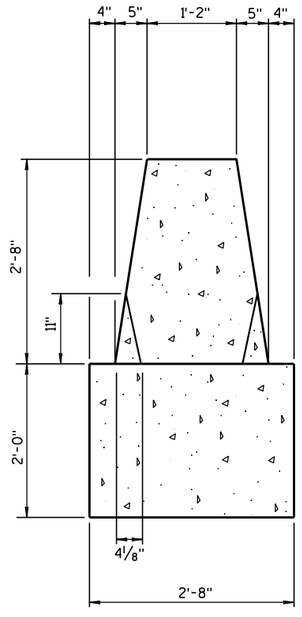


SECTION A-A

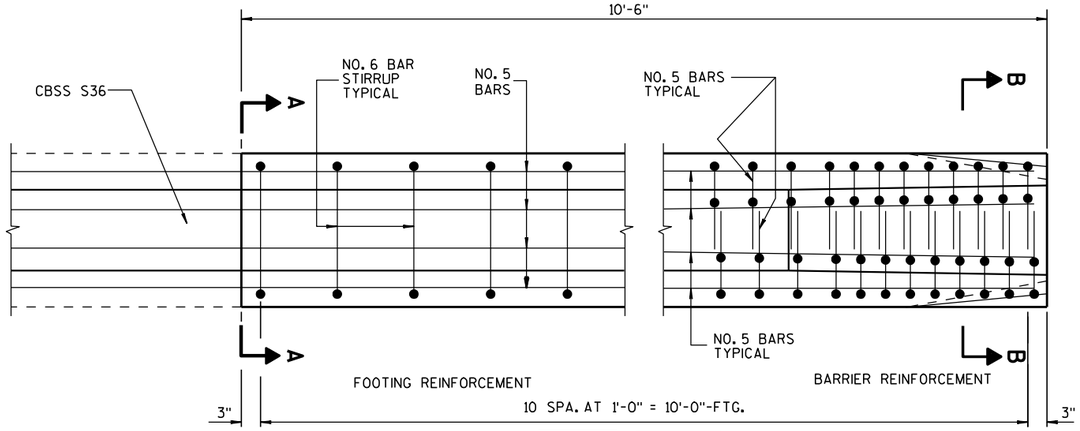


SEE SECTIONS (1) THRU (16)

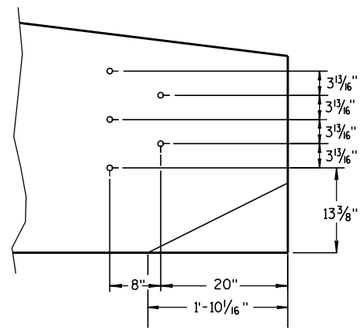
ELEVATION VIEW



SECTION B-B



PLAN VIEW



PVC PIPE LOCATIONS

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE 3/4" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

THRIE BEAM ANCHOR INCIDENTAL TO CONCRETE BARRIER ITEM.

INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED.

EXTEND PVC PIPE COMPLETELY THROUGH BARRIER.

CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE of BARRIER.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

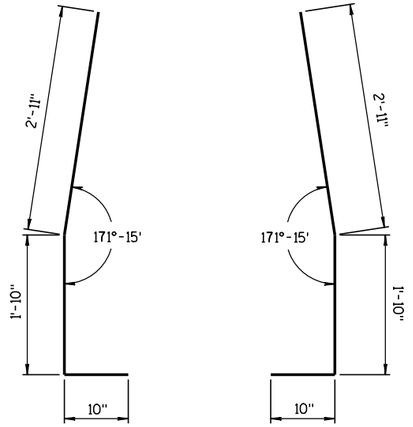
2" CLEAR COVER TYPICAL.

CONCRETE BARRIER
SINGLE SLOPE 36"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

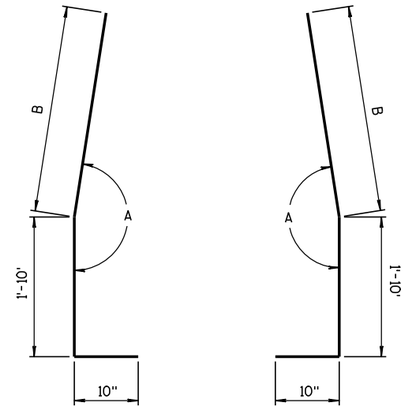
S.D.D. 14 B 33-1d



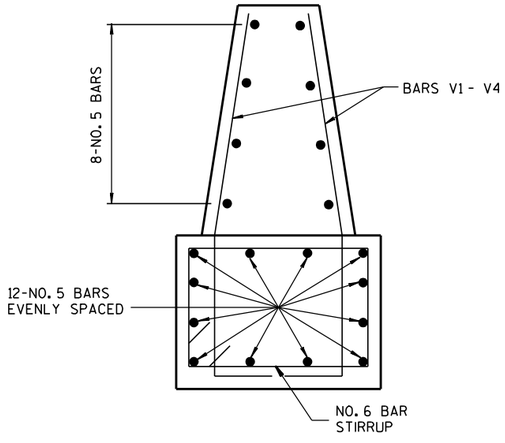
BAR BENDING DETAIL
FOR BARS V1 - V6

BAR CHART
SECTIONS V7 - V11

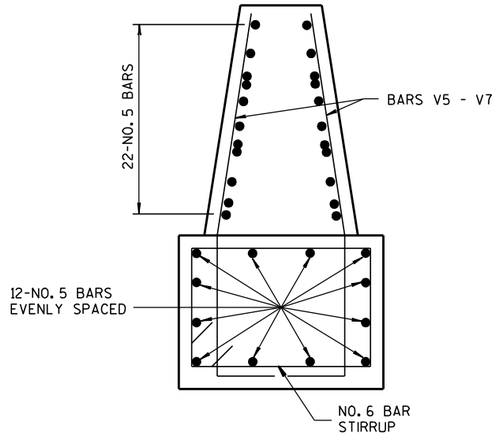
BAR	A	B
V7	171°-20'	2'-10½"
V8	171°-10'	2'-9½"
V9	171°-10'	2'-9"
V10	171°-05'	2'-8½"
V11	171°-10'	2'-8"



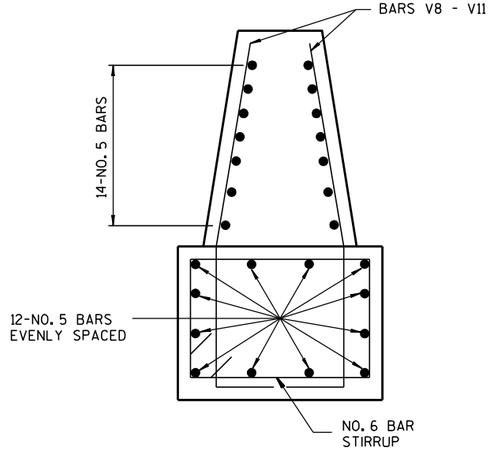
BAR BENDING DETAIL
FOR BARS V7 - V11



BAR DETAIL
SECTIONS 1 - 4



BAR DETAIL
SECTIONS 5 - 7



BAR DETAIL
SECTIONS 8 - 11

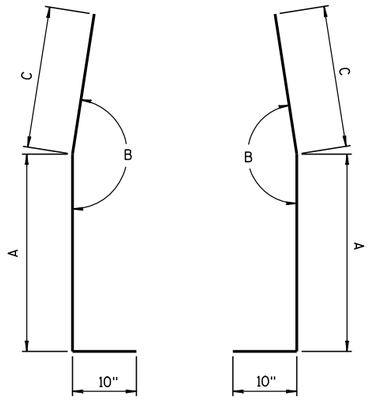
CONCRETE BARRIER
SINGLE SLOPE 36"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6
S.D.D. 14 B 33-1e

BAR CHART
SECTIONS V12 - V13

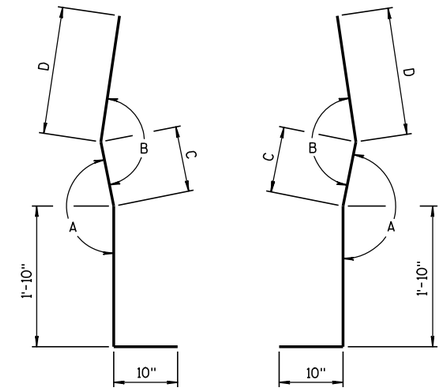
BAR	A	B	C
V12	2'-2"	171°-15'	2'-3½"
V13	2'-7"	171°-05'	1'-10"



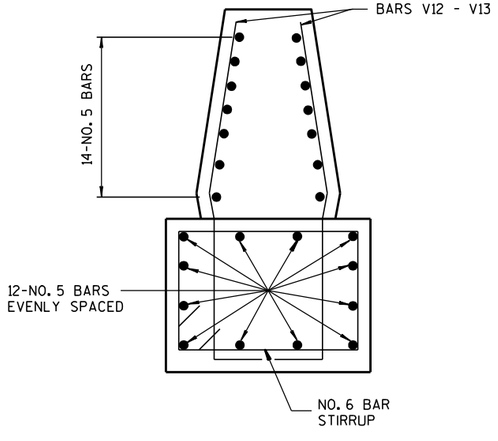
BAR BENDING DETAIL
FOR BARS V12 - V13

BAR CHART
SECTIONS V14 - V16

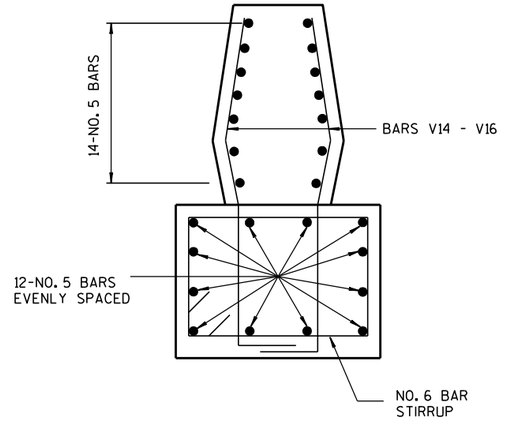
BAR	A	B	C	D
V14	168°-15'	159°-15'	6"	2'-0"
V15	169°-20'	161°-00'	8"	1'-10"
V16	168°-40'	160°-10'	10"	1'-8"



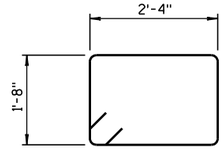
BAR BENDING DETAIL
FOR BARS V14 - V16



BAR DETAIL
SECTIONS 12 - 13



BAR DETAIL
SECTIONS 14 - 16



STIRRUP BAR
BENDING DETAIL

CONCRETE BARRIER
SINGLE SLOPE 36"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6-3-2010
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

301

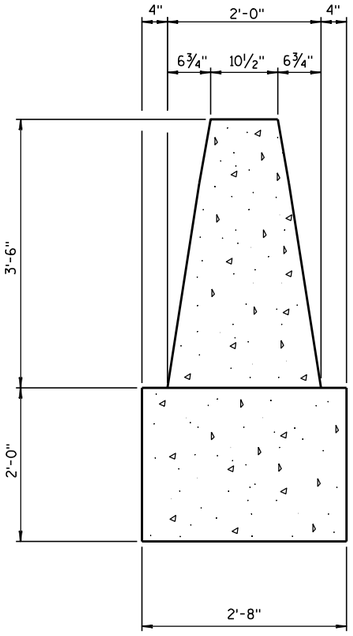
FHWA

6

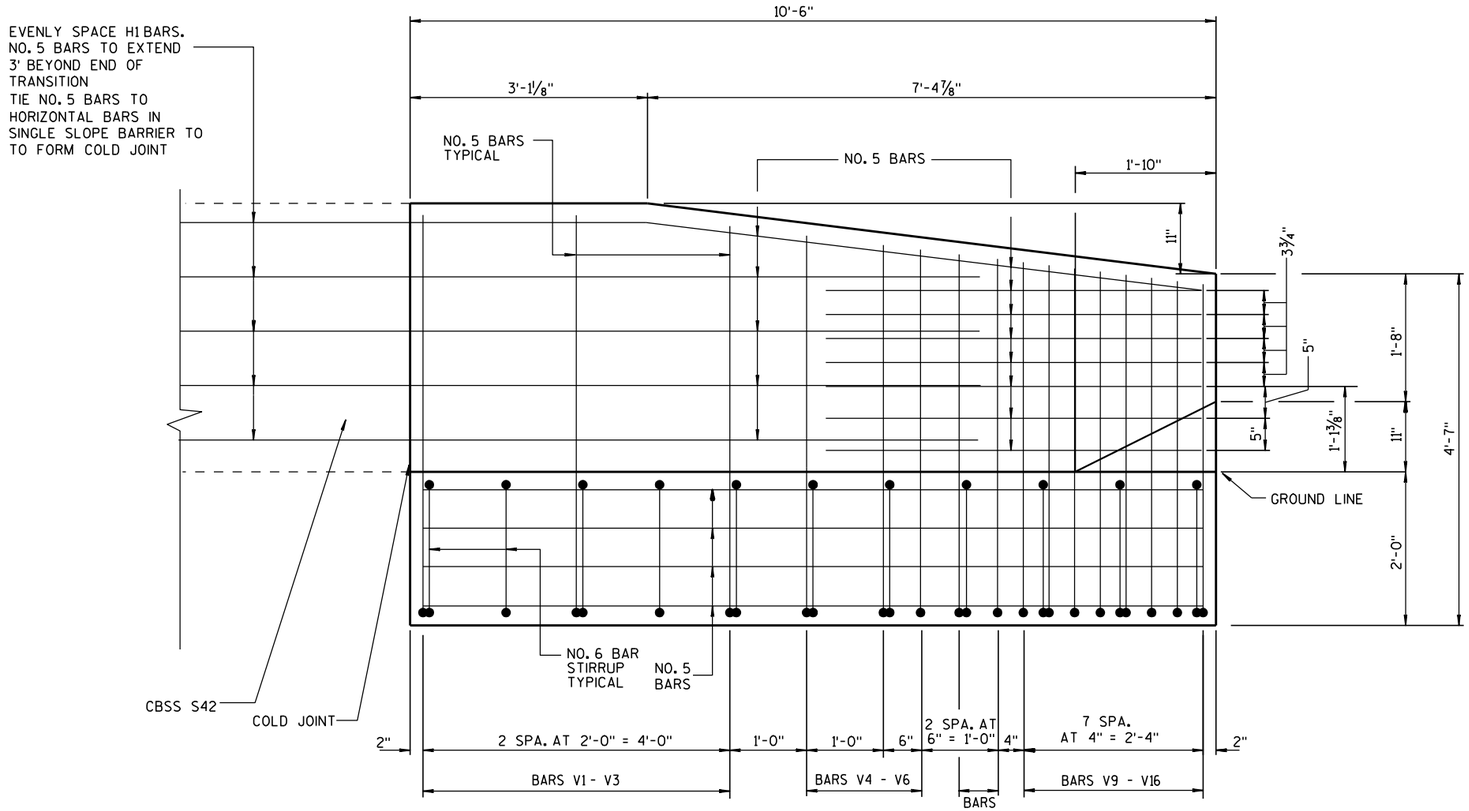
S.D.D. 14 B 33-1f

6

S.D.D. 14 B 33-1f

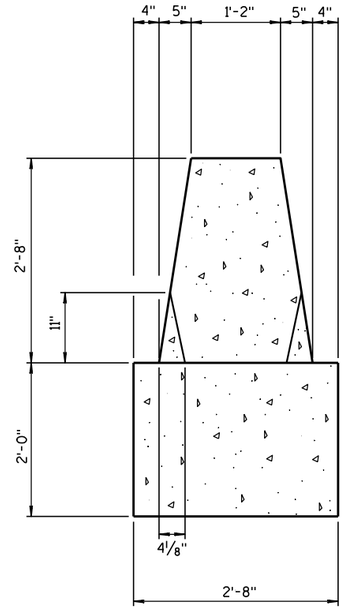


SECTION A-A

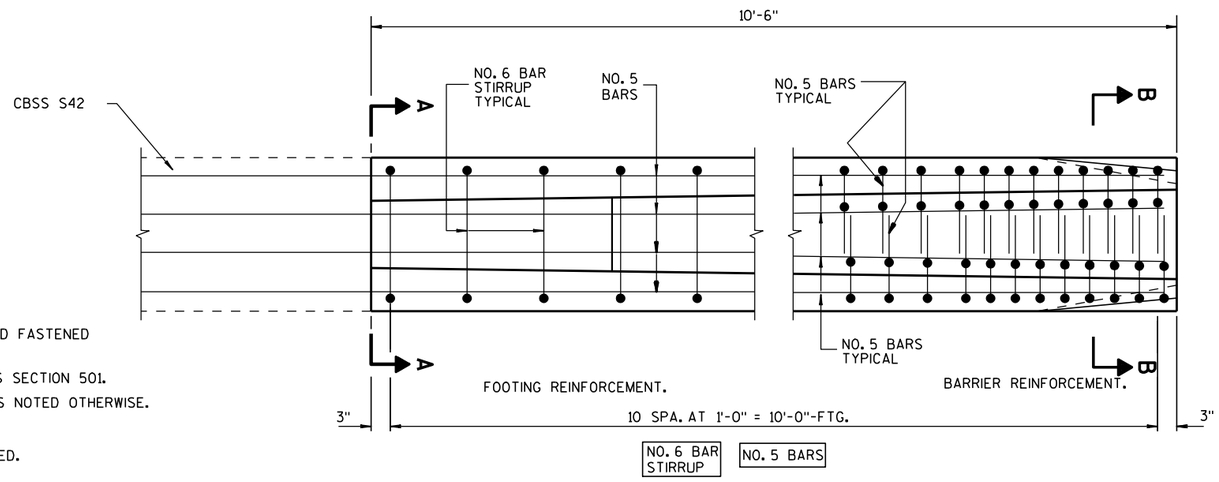


SEE SECTIONS ① THRU ⑯

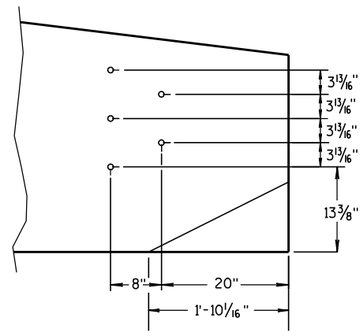
ELEVATION VIEW



SECTION B-B



PLAN VIEW



PVC PIPE LOCATIONS

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2'LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS NOTED OTHERWISE.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

THRIE BEAM ANCHOR INCIDENTAL TO CONCRETE BARRIER ITEM.

INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED.

EXTEND PVC PIPE COMPLETELY THROUGH BARRIER.

CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE of BARRIER.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

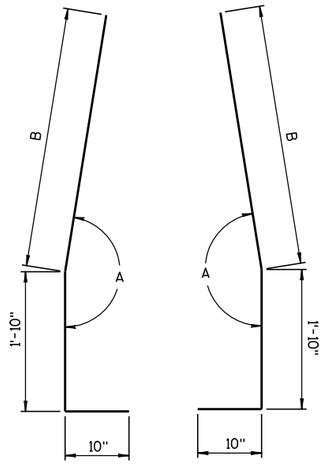
CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 33-1g

BAR CHART
SECTIONS V1 - V11

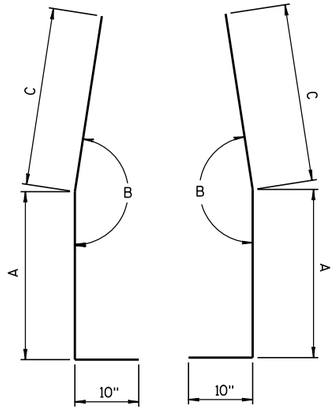
BAR	A	B
V1	170°-50'	3'-4½"
V2	171°-20'	3'-4½"
V3	171°-30'	3'-2½"
V4	171°-25'	3'-1½"
V5	171°-15'	3'-0"
V6	171°-15'	2'-11"
V7	171°-20'	2'-10½"
V8	171°-10'	2'-9½"
V9	171°-10'	2'-9"
V10	171°-05'	2'-8½"
V11	171°-10'	2'-8"



BAR BENDING DETAIL
FOR BARS V1 - V11

BAR CHART
SECTIONS V12 - V13

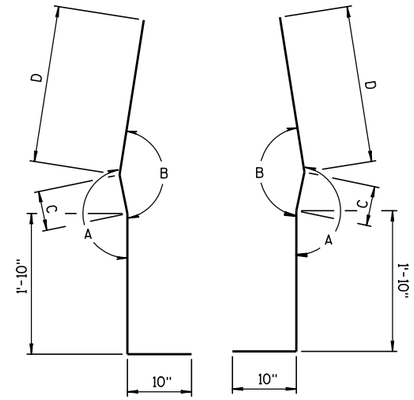
BAR	A	B	C
V12	2'-2"	171°-15'	2'-3½"
V13	2'-7"	171°-05'	1'-10"



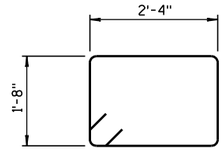
BAR BENDING DETAIL
FOR BARS V12 - V13

BAR CHART
SECTIONS V14 - V16

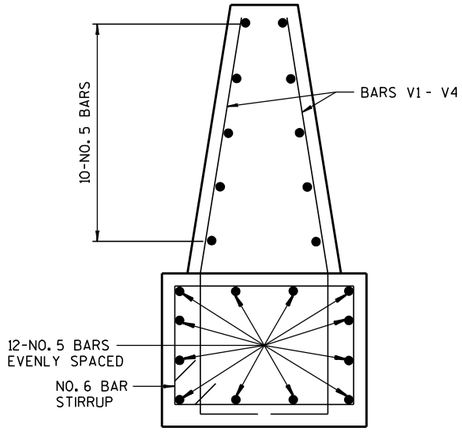
BAR	A	B	C	D
V14	168°-15'	159°-15'	6"	2'-0"
V15	169°-20'	161°-00'	8"	1'-10"
V16	168°-40'	160°-10'	10"	1'-8"



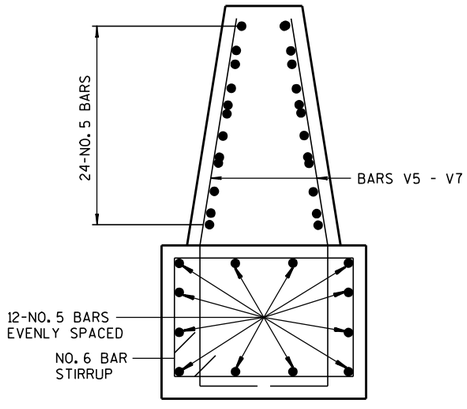
BAR BENDING DETAIL
FOR BARS V14 - V16



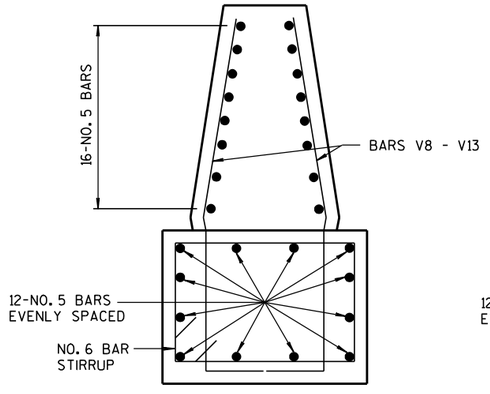
STIRRUP BAR
BENDING DETAIL



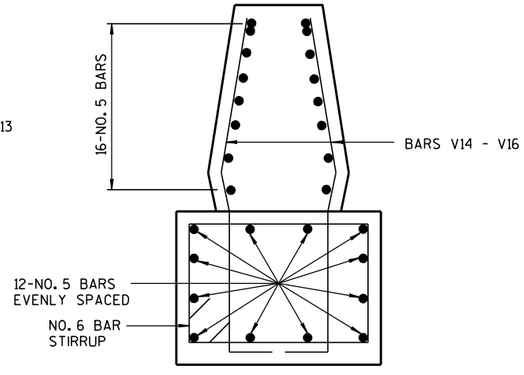
BAR DETAIL
SECTIONS V1 - V4



BAR DETAIL
SECTIONS V5 - V7



BAR DETAIL
SECTIONS V8 - V13



BAR DETAIL
SECTIONS V14 - V16

CONCRETE BARRIER
SINGLE SLOPE 42"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6-3-2010
DATE

/S/ Jerry H. Z---
ROADWAY STANDARDS ENGINEER

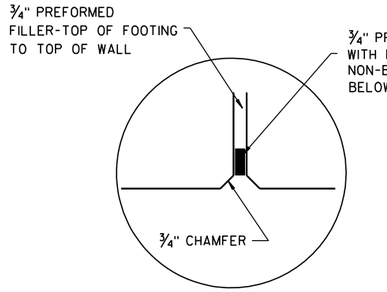
FHWA

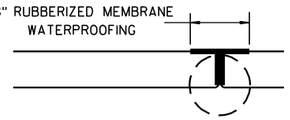
6

S.D.D. 14 B 33-1h

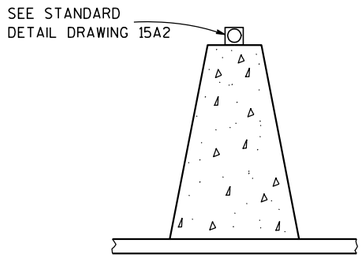
6

S.D.D. 14 B 33-1h





VERTICAL EXPANSION JOINT



DELINEATION

SPACING FOR DELINEATORS ON HORIZONTAL CURVES

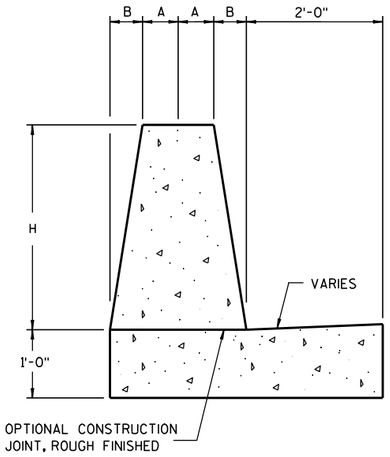
RADIUS OF CURVE	APPROXIMATE SPACING ON CURVE
50 FEET	20 FEET
115 FEET	25 FEET
180 FEET	35 FEET
250 FEET	40 FEET
300 FEET	50 FEET
400 FEET	55 FEET
500 FEET	65 FEET
600 FEET	70 FEET
700 FEET	75 FEET
800 FEET	80 FEET
900 FEET	85 FEET
1000 FEET	90 FEET

GENERAL NOTES

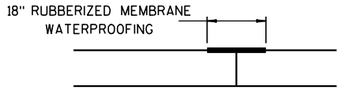
PROVIDE EXPANSION JOINTS WHERE EXISTING EXPANSION JOINTS OR AT THE END OF EACH POUR.

NO HORIZONTAL STEEL CROSSES EXPANSION JOINTS.

CONSTRUCT PER STANDARD SPECIFICATION 603.
SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASETENED TOGETHER UNLESS NOTED OTHERWISES.
4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.
USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.
2" CLEAR COVER (TYP.)

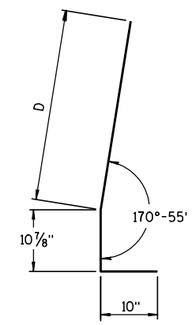


ROADSIDE RETAINING WALL

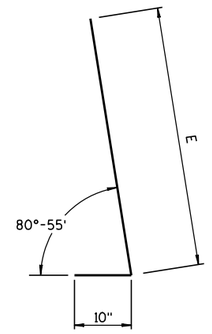


CONSTRUCTION JOINT

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
36	6¼	5¾	8
42	5¼	6¾	10
56	3	9	11



V1 BAR BENDING DETAIL



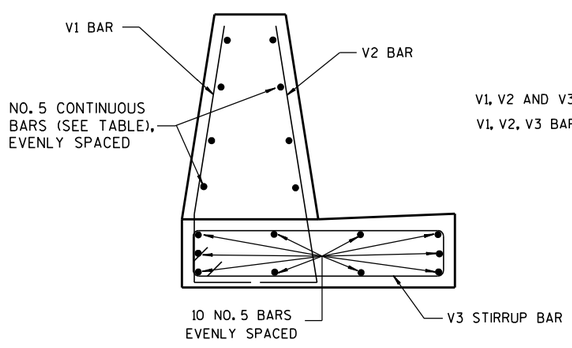
V2 BAR BENDING DETAIL

REFLECTOR SPACING

	LENGTH OF BARRIER	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	1 1	3
TWO WAY TRAFFIC	< 200' > 200'	25' C-C 50' C-C	1 1	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 2	3

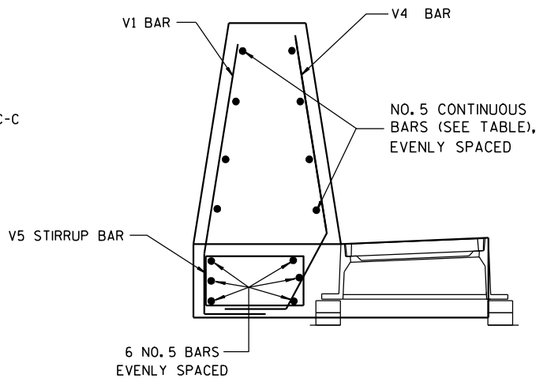
BAR CHART ROADSIDE RETAINING WALL

BARRIER HEIGHT	V1 BAR D	V2 BAR E	V4 BAR F
36"	2'-9⅝"	3'-9¾"	2'-8"
42"	3'-3⅝"	4'-2⅝"	3'-2⅛"
56"	4'-7½"	5'-6½"	4'-4⅜"

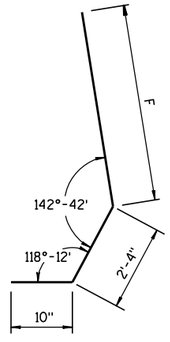


V1, V2 AND V3 ARE SPACED 18" C-C
V1, V2, V3 BARS ARE NO. 5 BARS

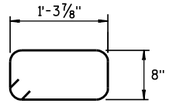
ROADSIDE RETAINING WALL NORMAL BAR PLACEMENT



ROADSIDE RETAINING WALL BAR PLACEMENT NEAR INLET



V4 BAR BENDING DETAIL



V5 STIRRUP BAR BENDING DETAIL



V3 STIRRUP BAR BENDING DETAIL

SINGLE SLOPE ROADSIDE RETAINING WALL

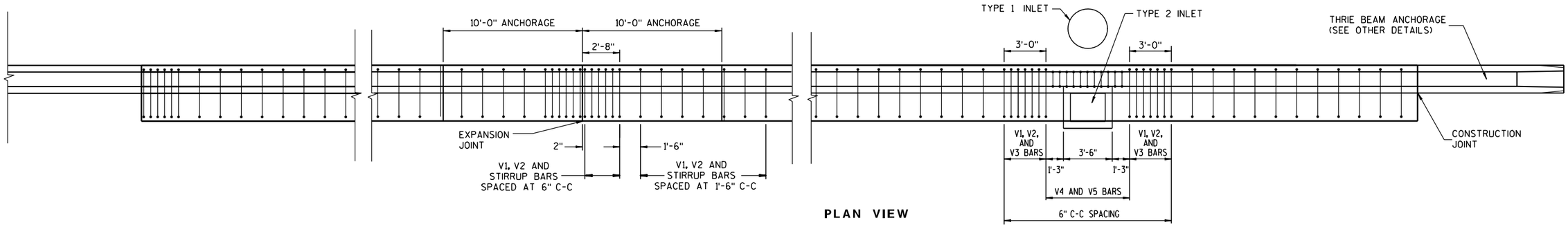
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 41-1a

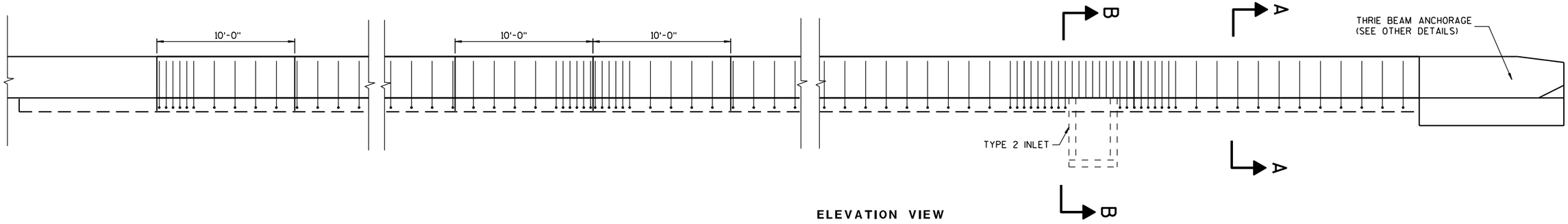
6

S.D.D. 14 B 41-1a



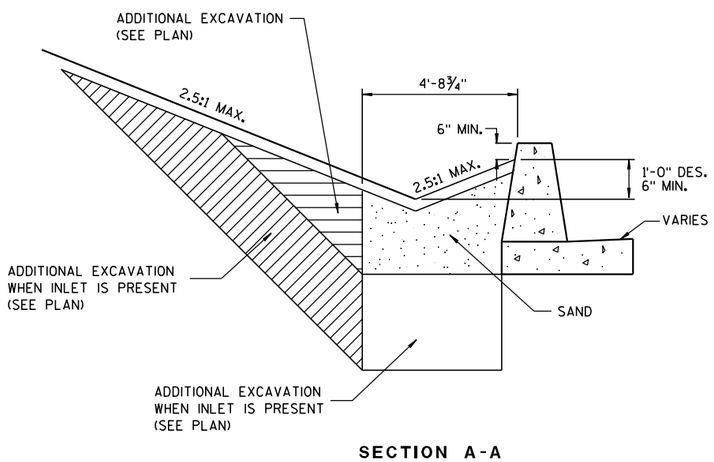
PLAN VIEW

NOTE: HORIZONTAL BARS ARE NOT SHOWN
SEE OTHER DETAILS FOR HORIZONTAL BARS.

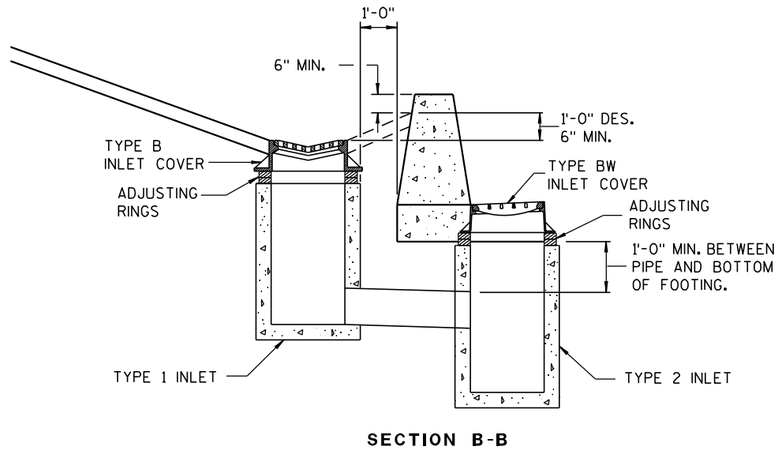


ELEVATION VIEW

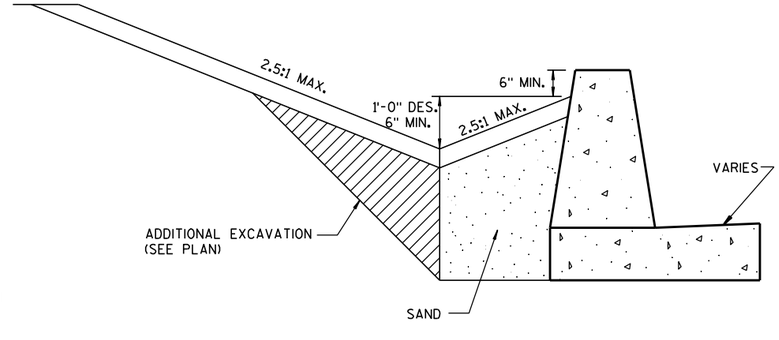
NOTE: HORIZONTAL BARS ARE NOT SHOWN
SEE OTHER DETAILS FOR HORIZONTAL BARS.



SECTION A-A



SECTION B-B



MINIMUM DESIGN OF EARTH WORK

MINIMUM DESIGN OF EARTH WORK FOR INLET

SINGLE SLOPE ROADSIDE RETAINING WALL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/13/2011
DATE
FHWA

/S/ Jerry H. Zaaa
ROADWAY STANDARDS ENGINEER

ENT

6

S.D.D. 14 B 41-1b

6

S.D.D. 14 B 41-1b

GENERAL NOTES

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

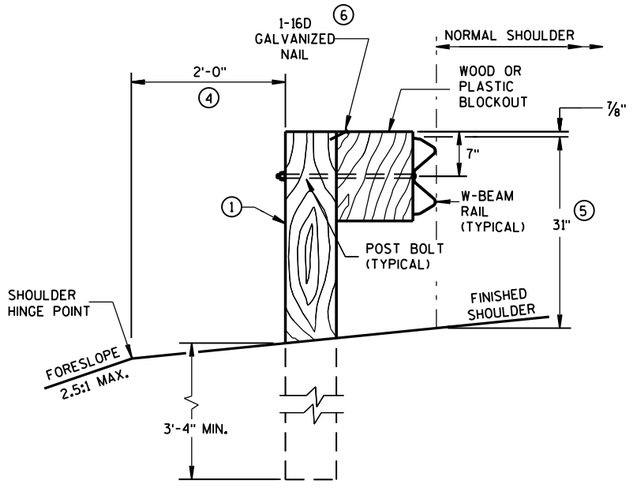
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

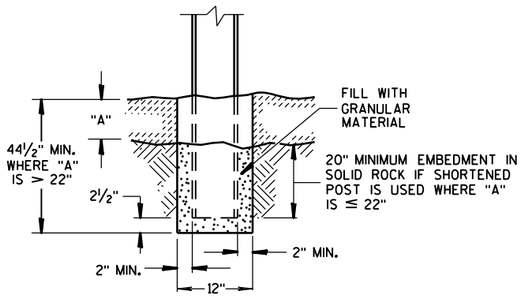
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



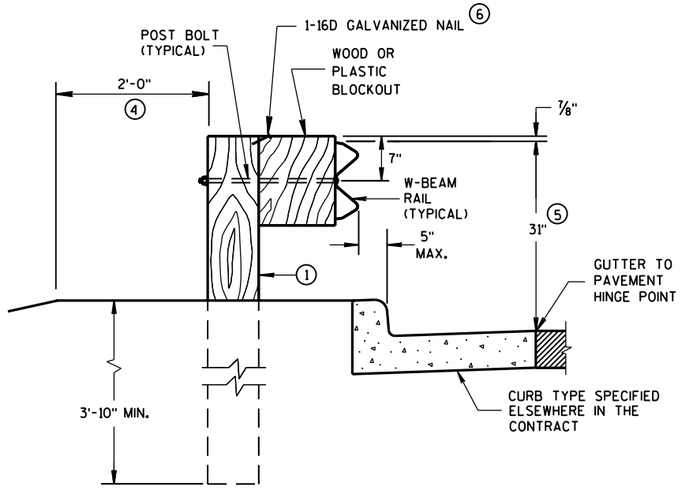
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



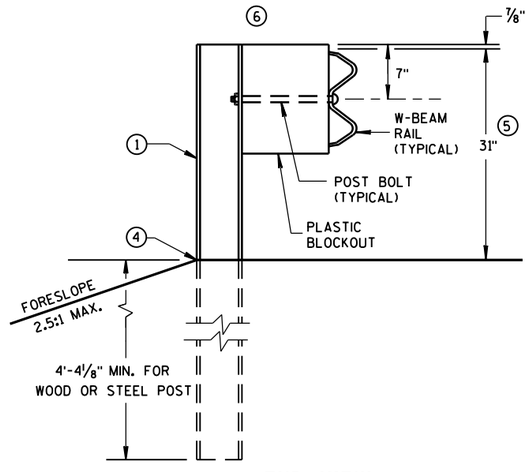
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



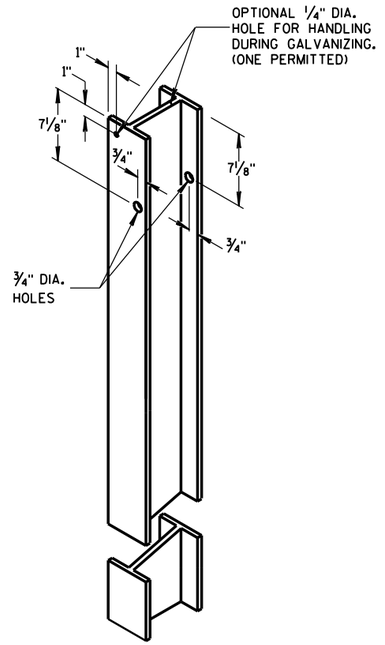
END VIEW

LOCATED ALONG A CURBED ROADWAY

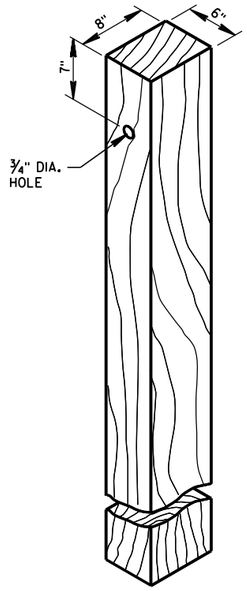


END VIEW

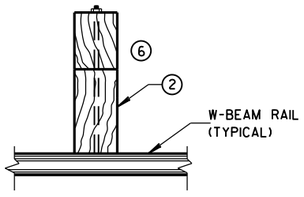
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



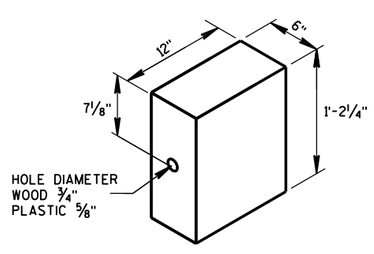
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



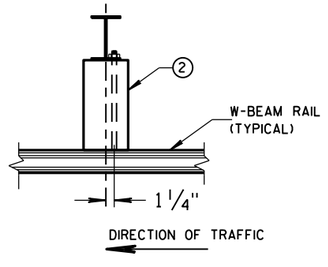
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)

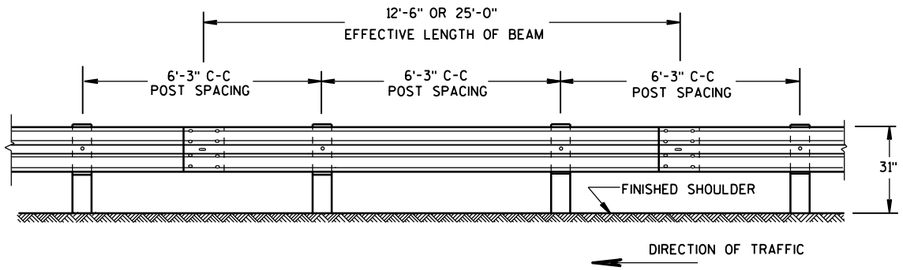


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

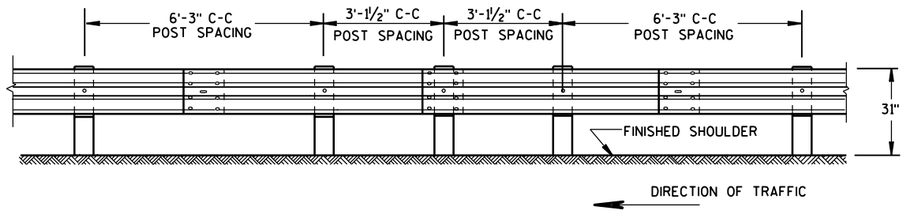
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 42-3a



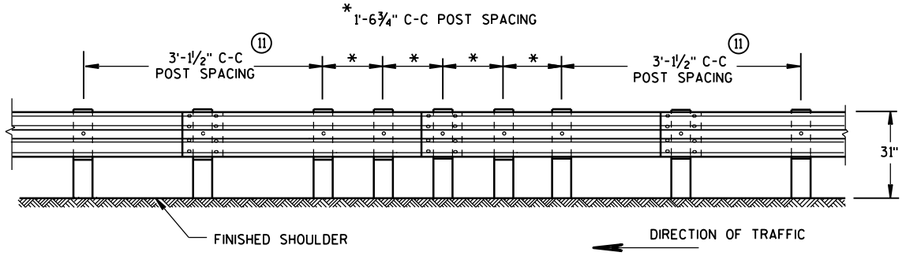
FRONT VIEW

POST SPACING STANDARD INSTALLATION



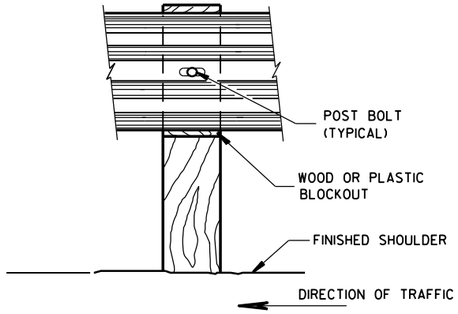
FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

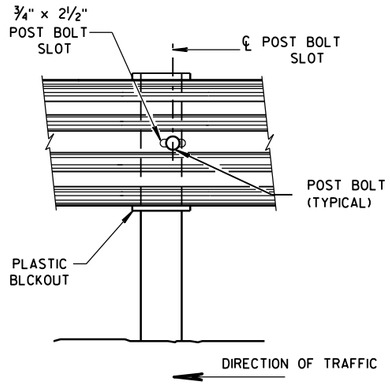


FRONT VIEW

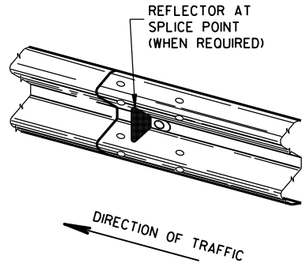
QUARTER POST SPACING (QS)

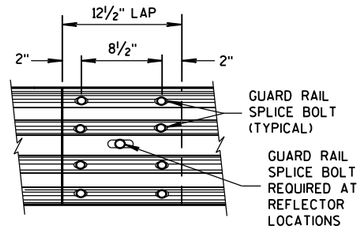


FRONT VIEW AT WOOD POST



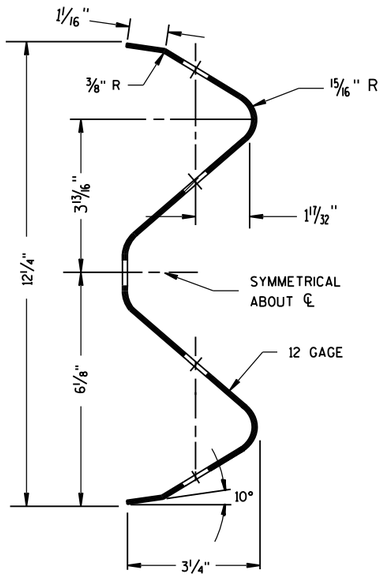
FRONT VIEW AT STEEL POST



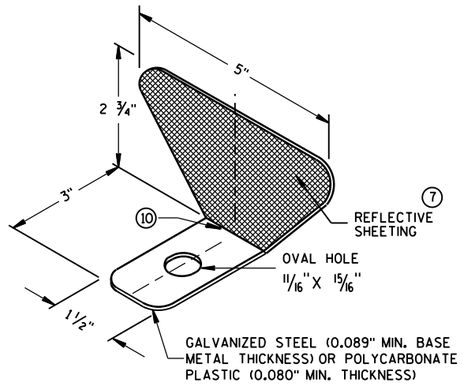


FRONT VIEW

MID-SPAN BEAM SPLICE



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ⑦

GENERAL NOTES

⑦ PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

⑨ REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

⑩ PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

⑪ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

REFLECTOR SPACING ⑧

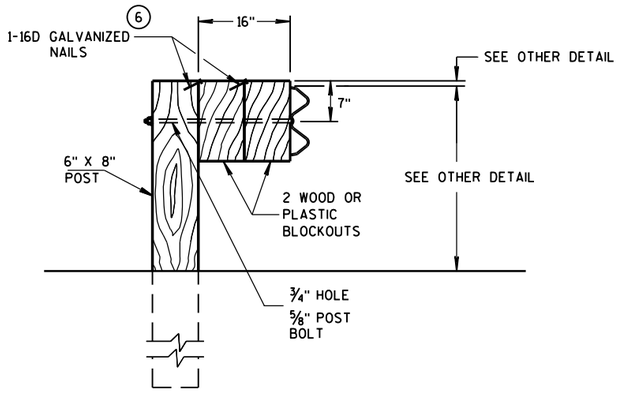
	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 ⑨	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 ⑩	

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

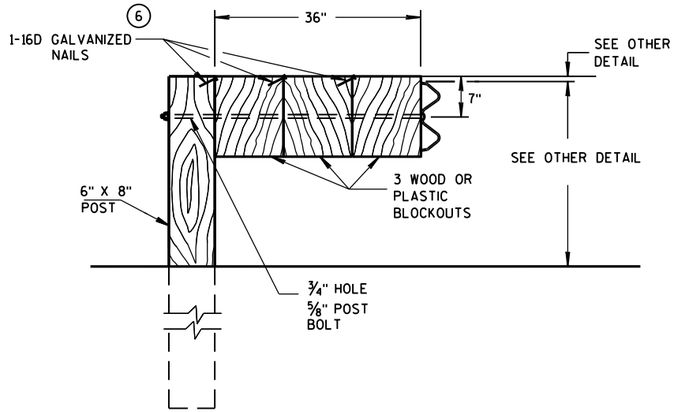
6

S.D.D. 14 B 42-3b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

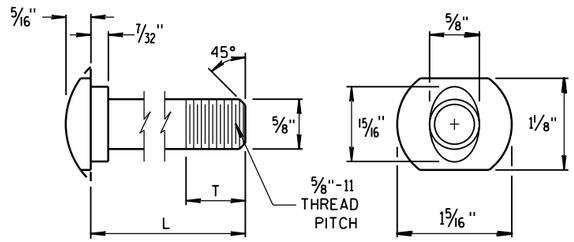


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

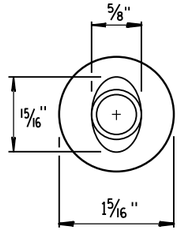
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

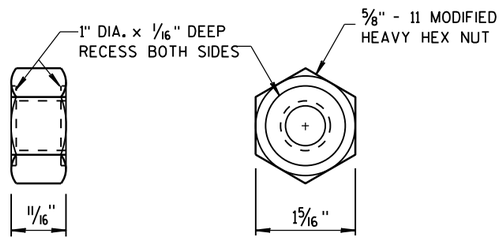


POST BOLT TABLE

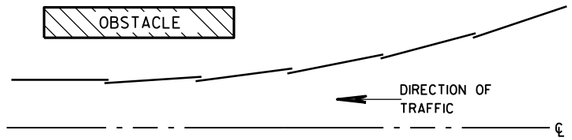
L	T (MIN.)
1¼"	1⅛"
2"	1¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

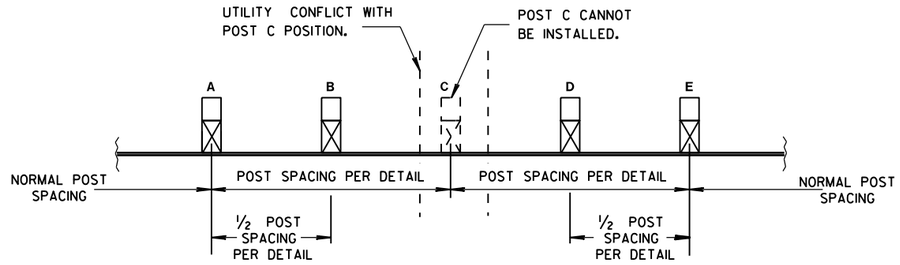


POST BOLT AND RECESS NUT

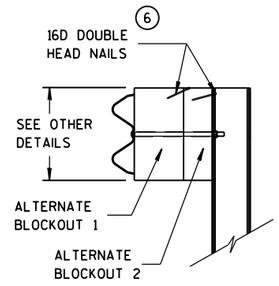


PLAN VIEW

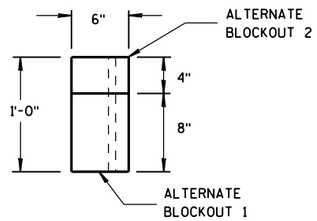
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6
S.D.D. 14 B 42-3c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

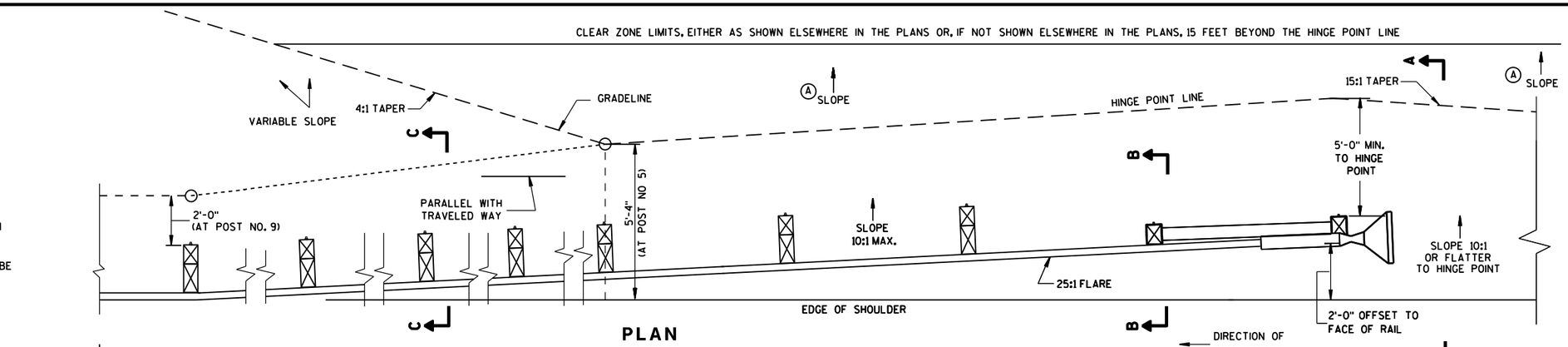
SEE SDD 14B42 FOR MORE INFORMATION.

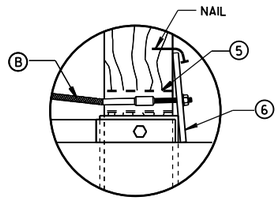
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

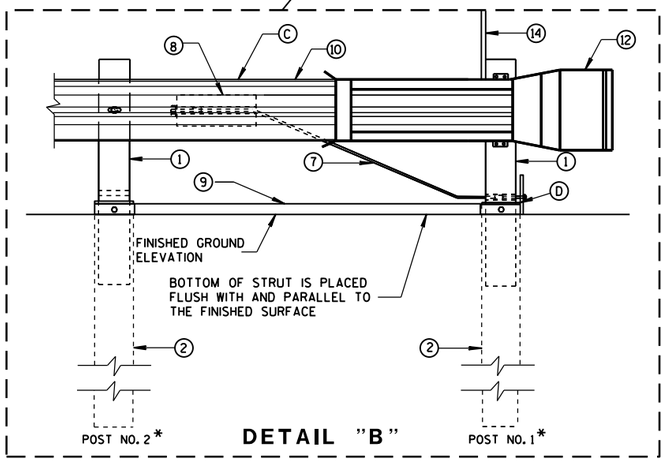
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

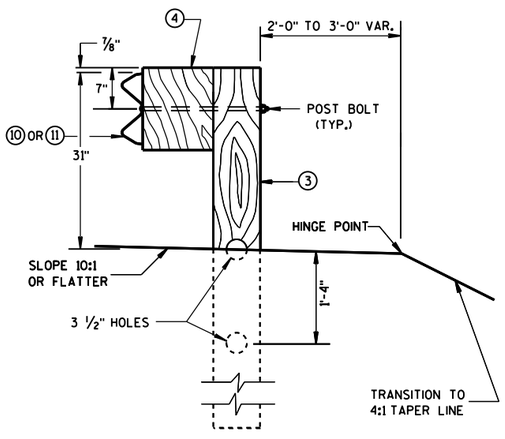
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

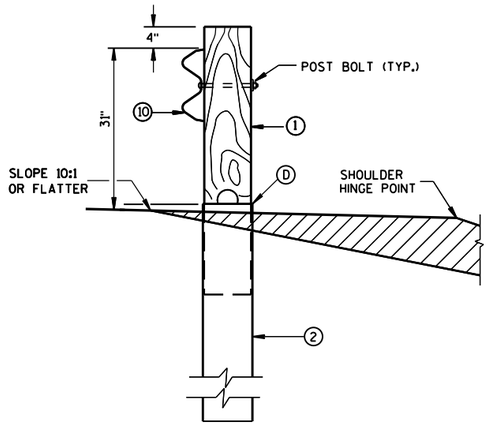




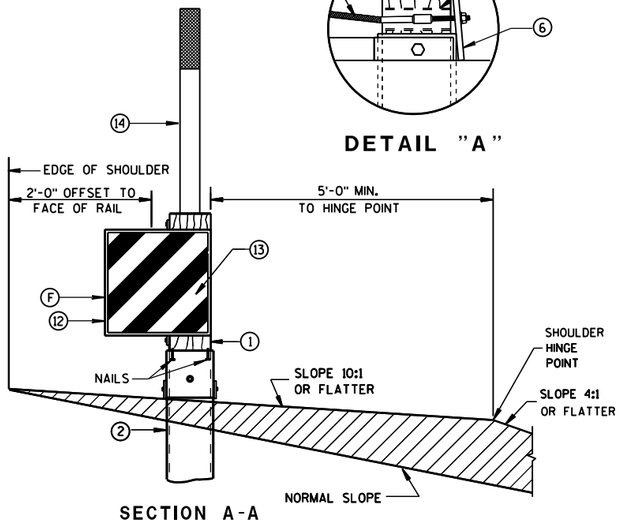




SECTION C-C
TYPICAL AT POST NOS. 3-9



SECTION B-B
TYPICAL AT POST NO. 2*



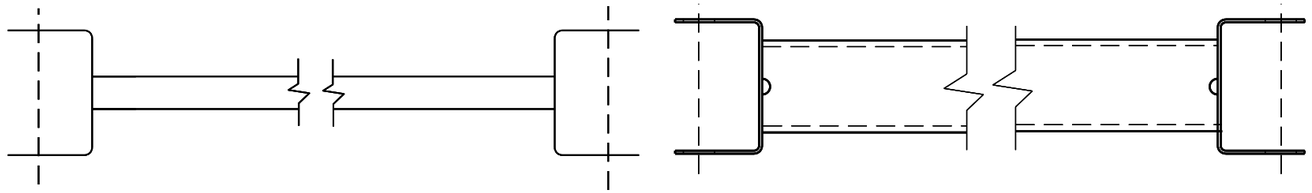
SECTION A-A
TYPICAL AT POST NO. 1*

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

S.D.D. 14 B 44-2a

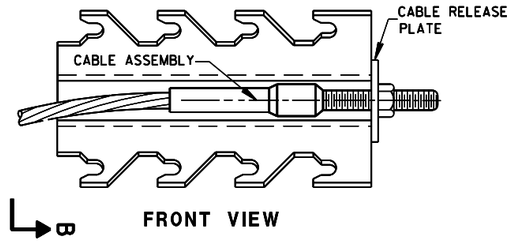
S.D.D. 14 B 44-2a



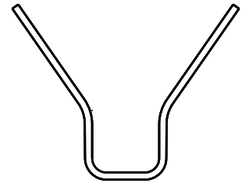
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

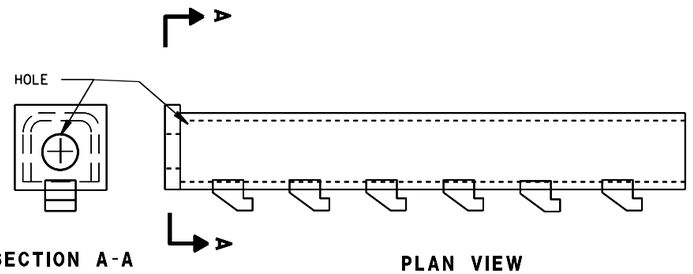
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



FRONT VIEW



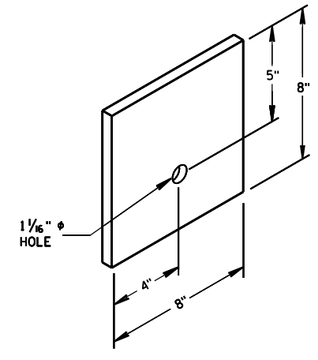
SECTION B-B



SECTION A-A

PLAN VIEW

GENERIC ANCHOR CABLE BOX (8) (H)



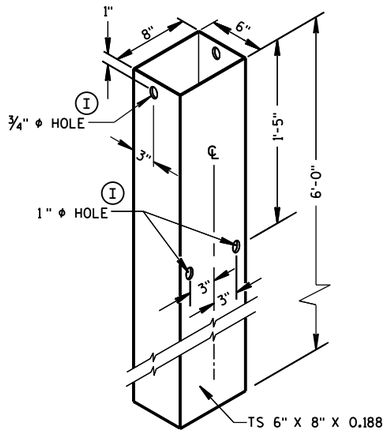
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

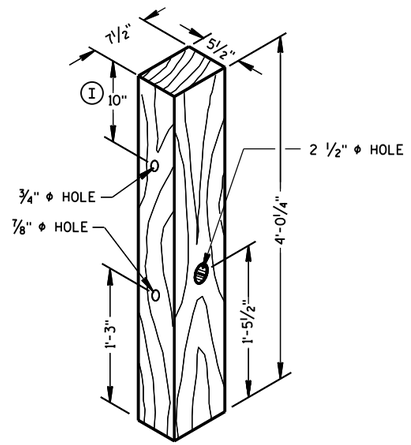
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 44-2b

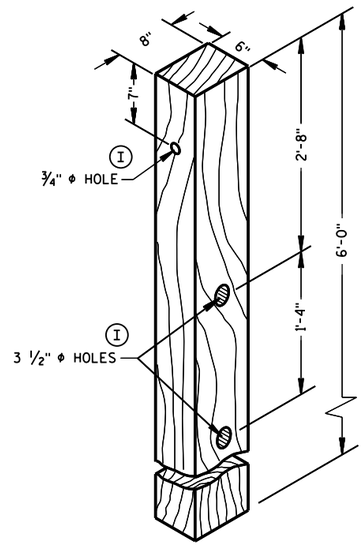


FOUNDATION TUBE (2)



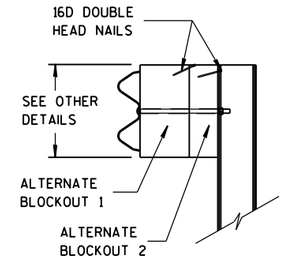
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

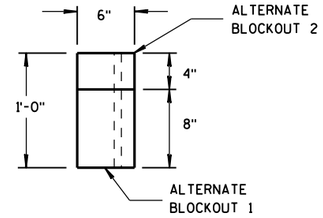


POSTS NUMBER 3-9

WOOD CRT POST (3)

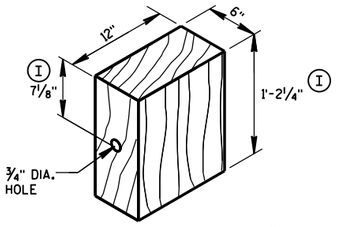


SIDE VIEW



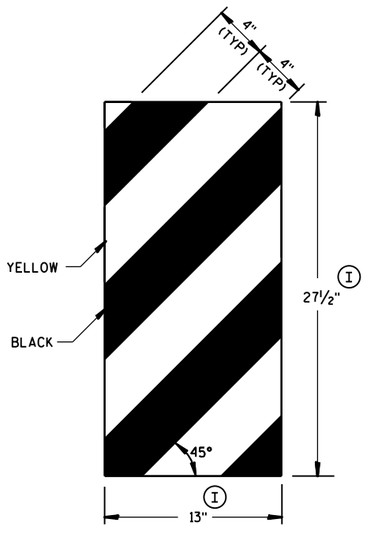
TOP VIEW

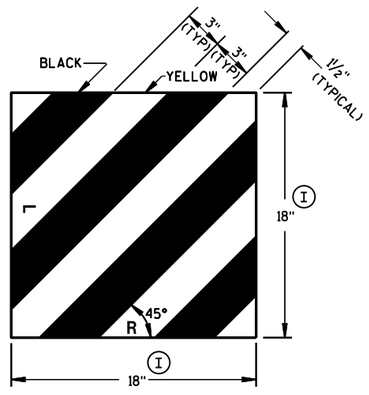
ALTERNATE WOOD BLOCKOUT DETAIL



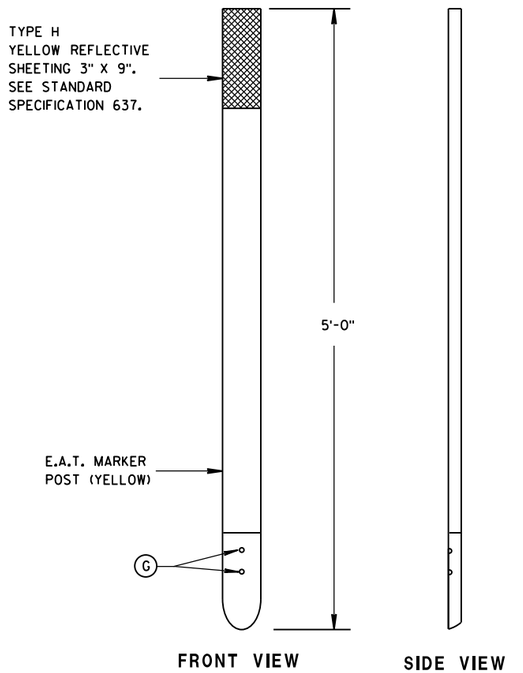
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





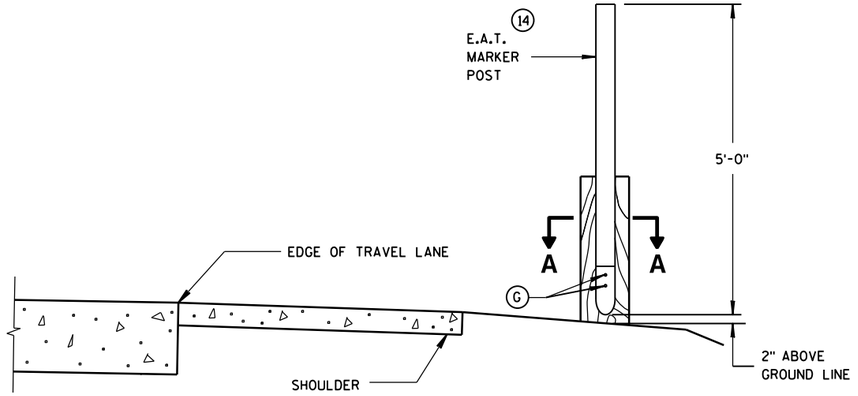
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

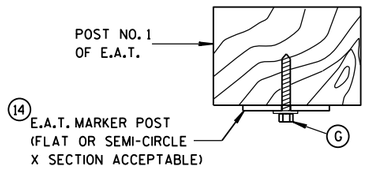
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

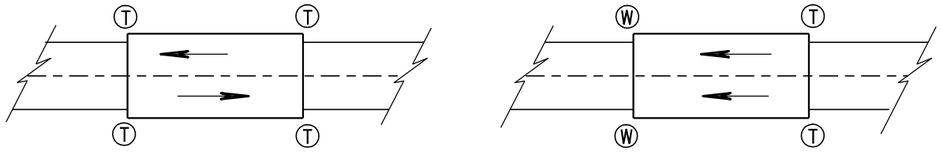
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

6

S.D.D. 14 B 44-2c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

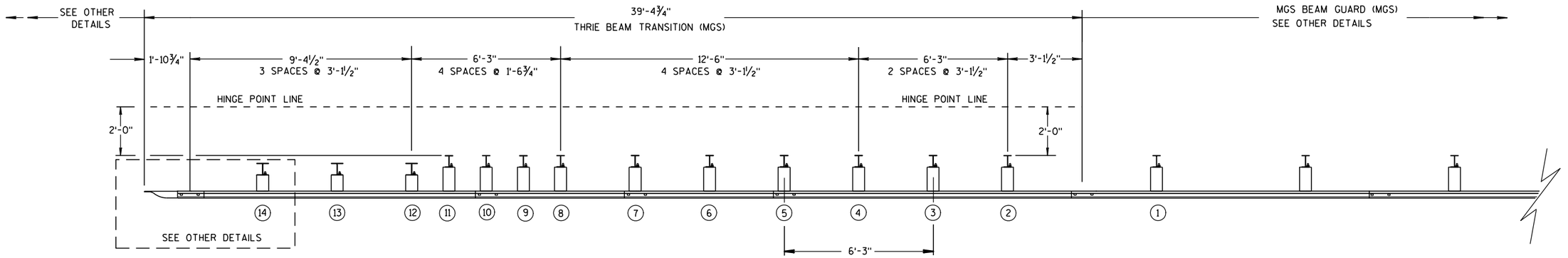
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

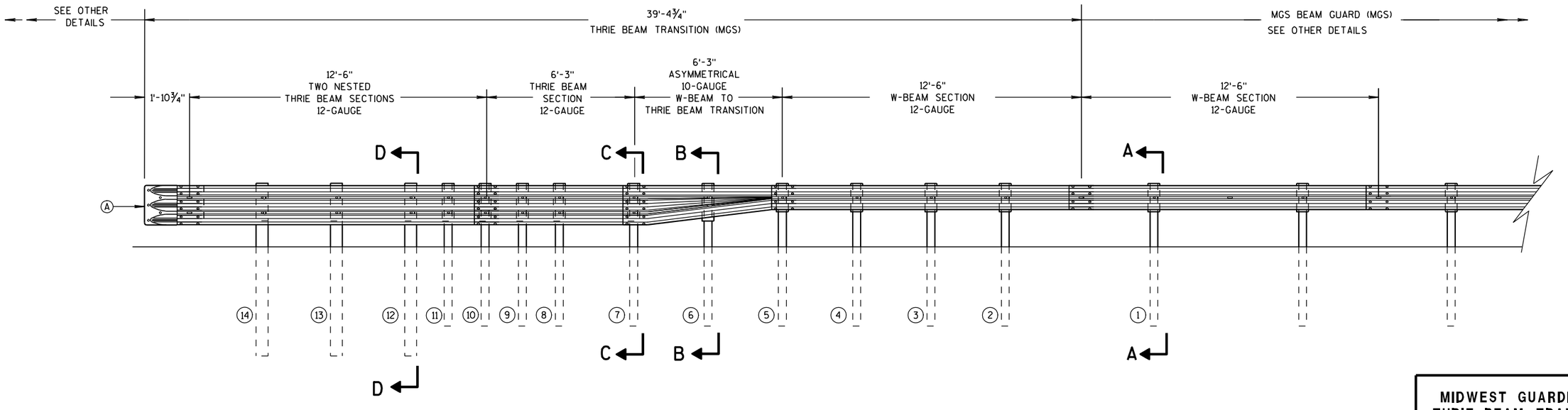
TRANSITION USES STEEL POSTS ONLY.

SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

Ⓐ BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.



PLAN VIEW



ELEVATION VIEW

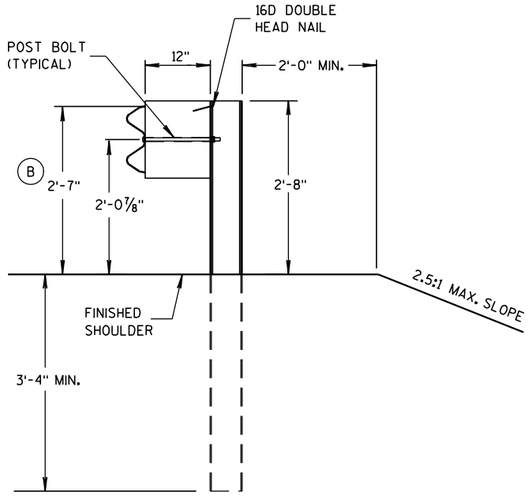
MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 45-3a

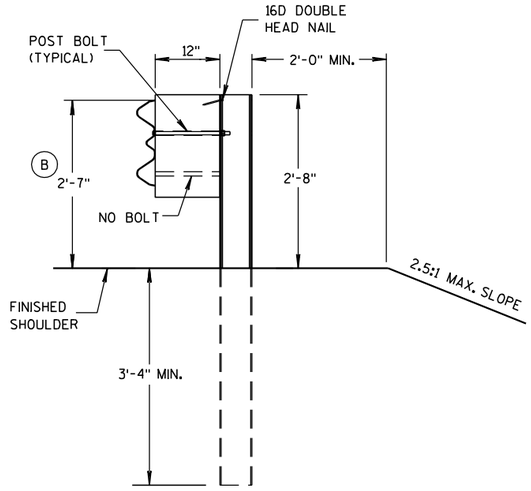
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



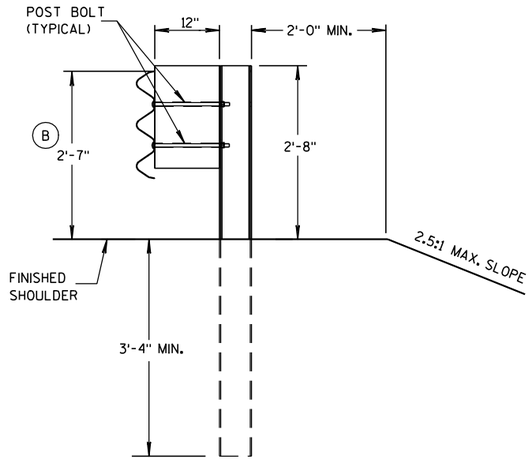
SECTION A-A

POSTS 1-5



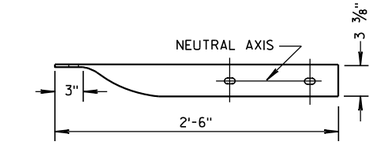
SECTION B-B

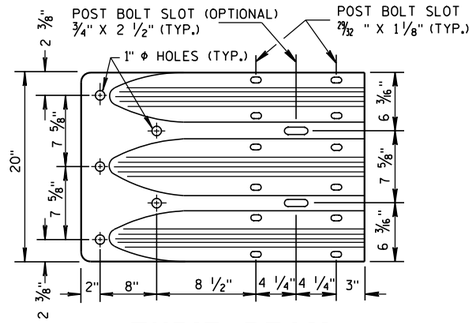
POST 6



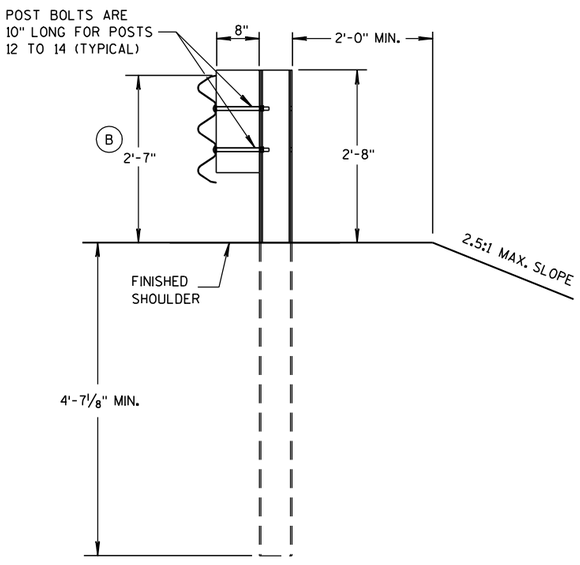
SECTION C-C

POSTS 7-11



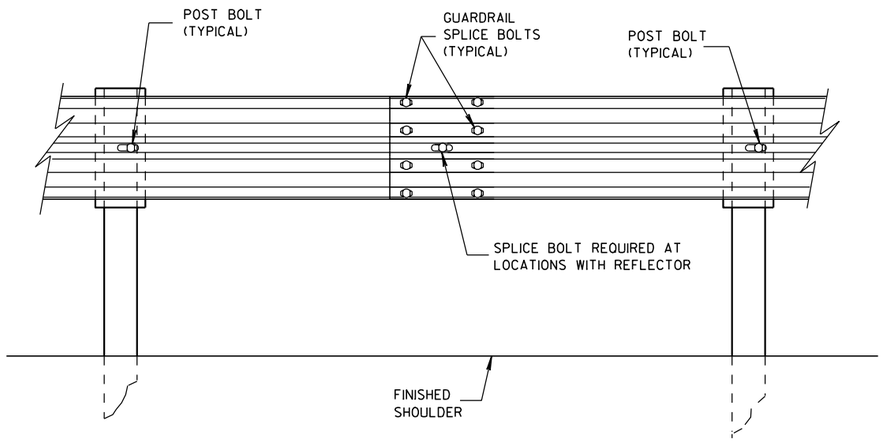


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-14



SPLICE DETAIL

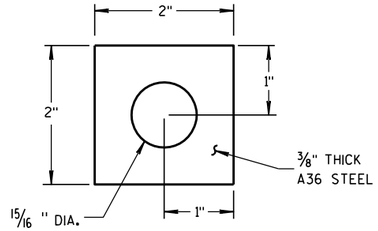
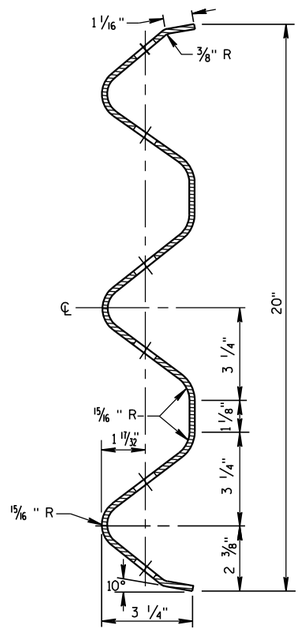


PLATE WASHER DETAIL

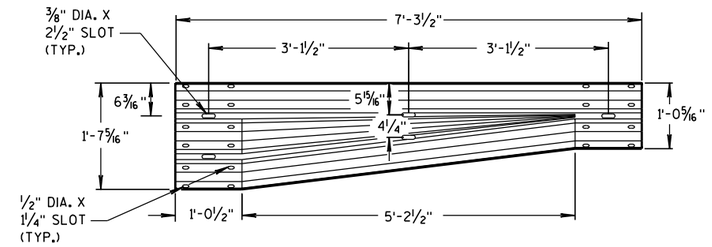


SECTION THRU THRIE BEAM RAIL ELEMENT

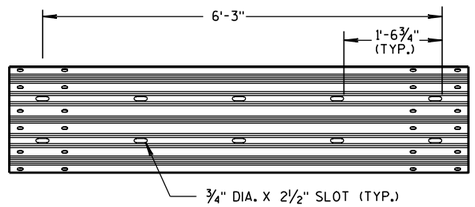
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

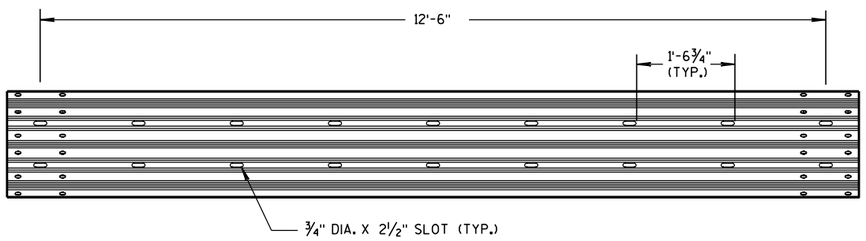
6
S.D.D. 14 B 45-3b



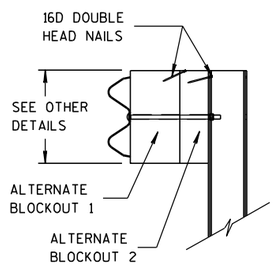
W-BEAM TO THRIE BEAM TRANSITION SECTION



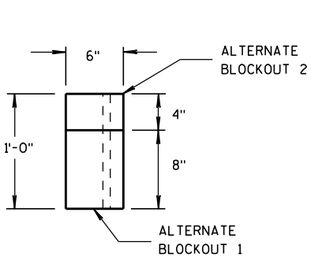
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

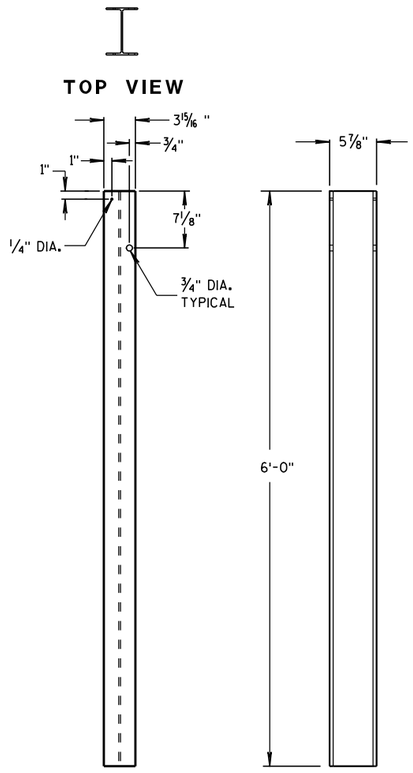


SIDE VIEW



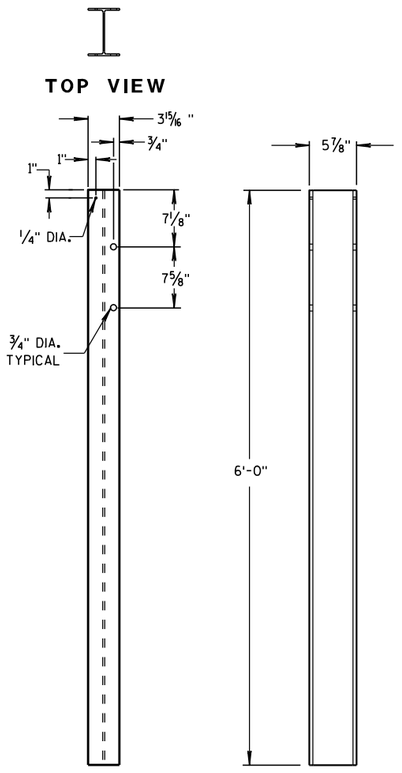
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



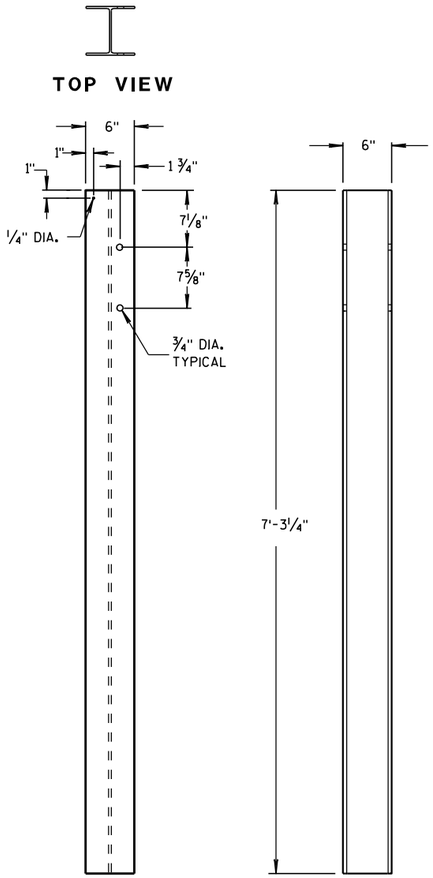
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5



FRONT VIEW SIDE VIEW

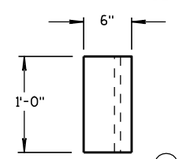
STEEL POSTS 6-11



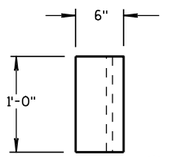
FRONT VIEW SIDE VIEW

STEEL POSTS 12-14

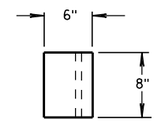
(1) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



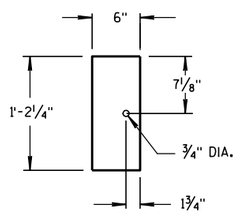
TOP VIEW (1)



TOP VIEW (1)

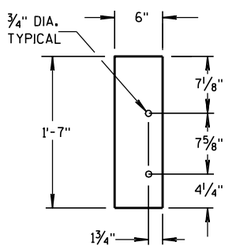


TOP VIEW



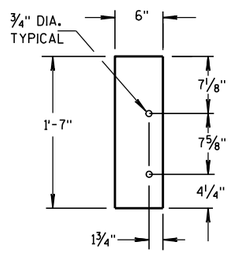
FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-11



FRONT VIEW

BLOCKOUT POSTS 12-14

STEEL POST SIZES

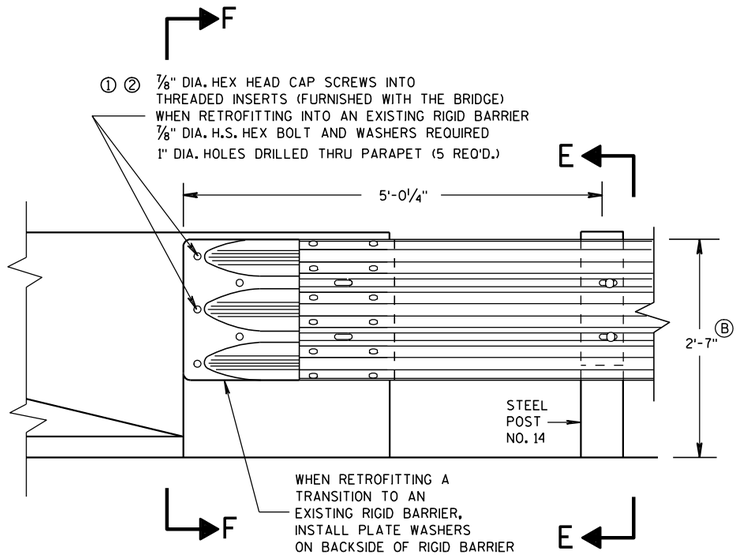
POST NUMBER	SECTION TYPE	LENGTH
1	W6x9	72"
2	W6x9	72"
3	W6x9	72"
4	W6x9	72"
5	W6x9	72"
6	W6x9	72"
7	W6x9	72"
8	W6x9	72"
9	W6x9	72"
10	W6x9	72"
11	W6x9	72"
12	W6x15	87 1/8"
13	W6x15	87 1/8"
14	W6x15	87 1/8"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

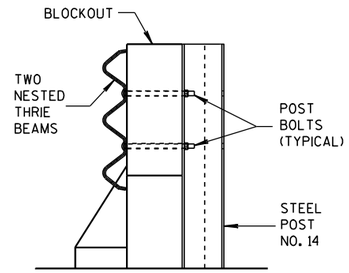
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 45-3c



FRONT VIEW



SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

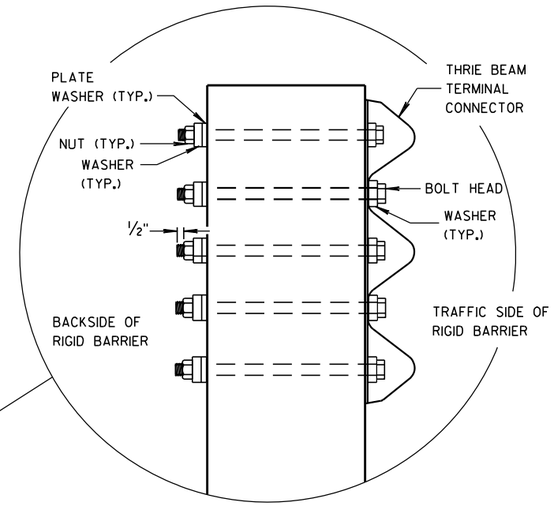
THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

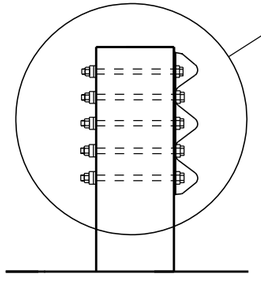
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

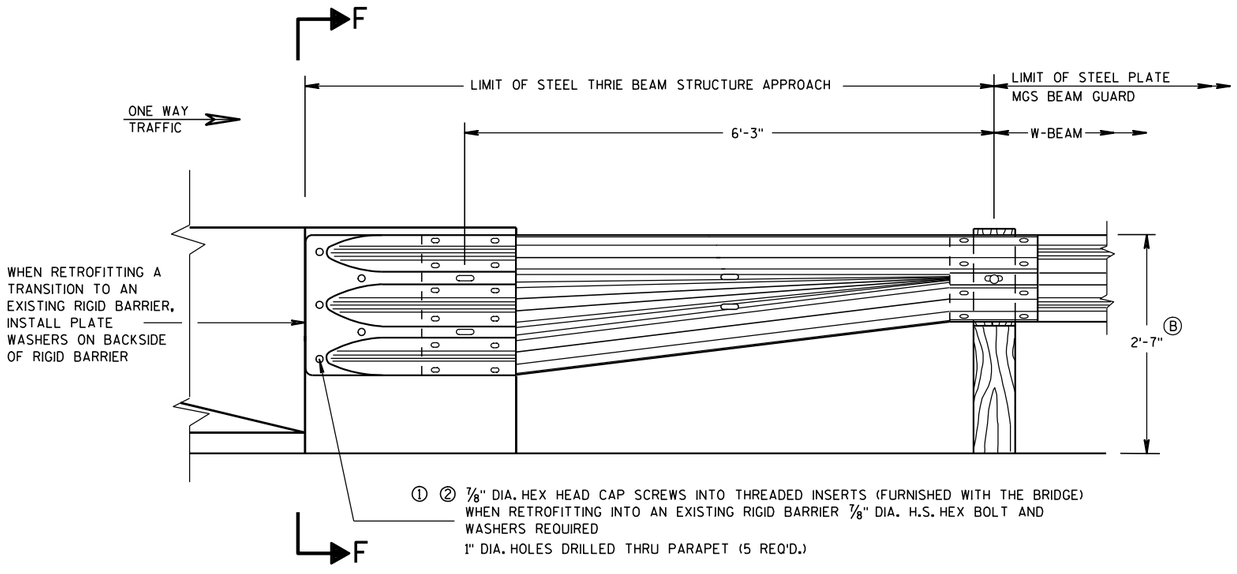
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".





SECTION F-F



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. [illegible] — ROADWAY STANDARDS [illegible] ENGINEER

FHWA

6
S.D.D. 14 B 45-3d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

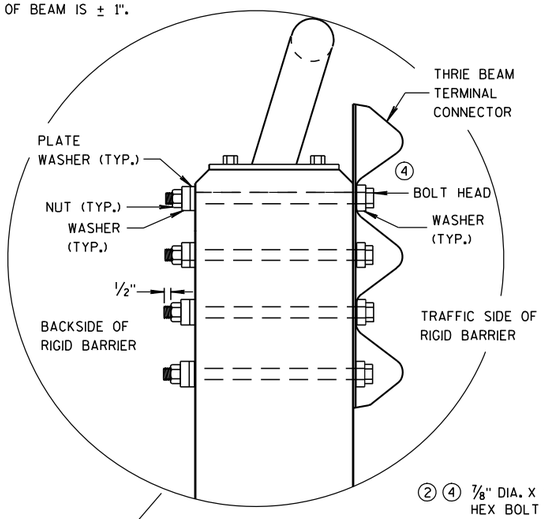
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

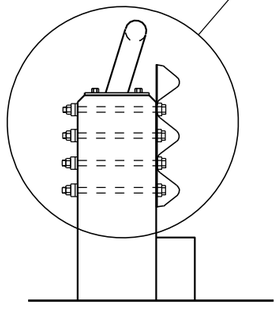
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2". BLOCK IS INCIDENTAL TO THE CONTRACT.

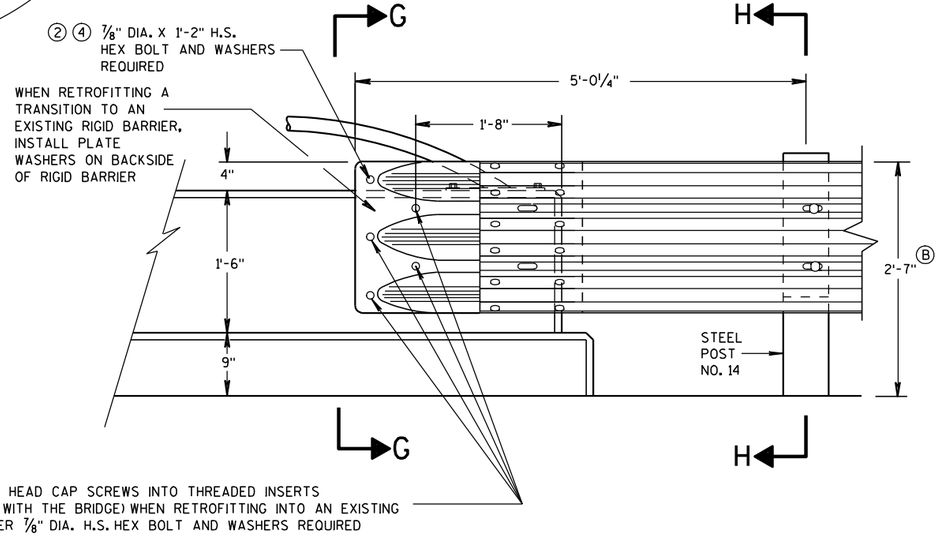
④ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

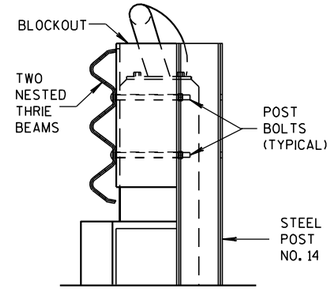




SECTION G-G

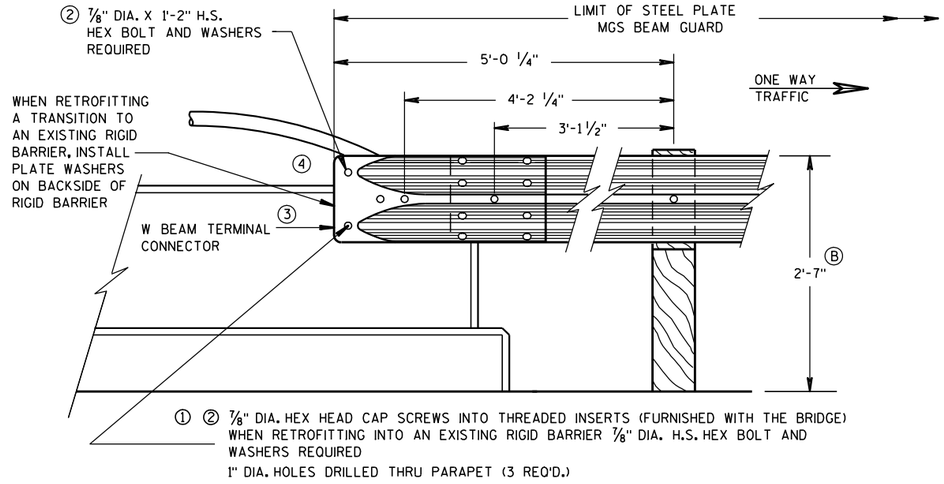


FRONT VIEW



SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET
(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-31-2012 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

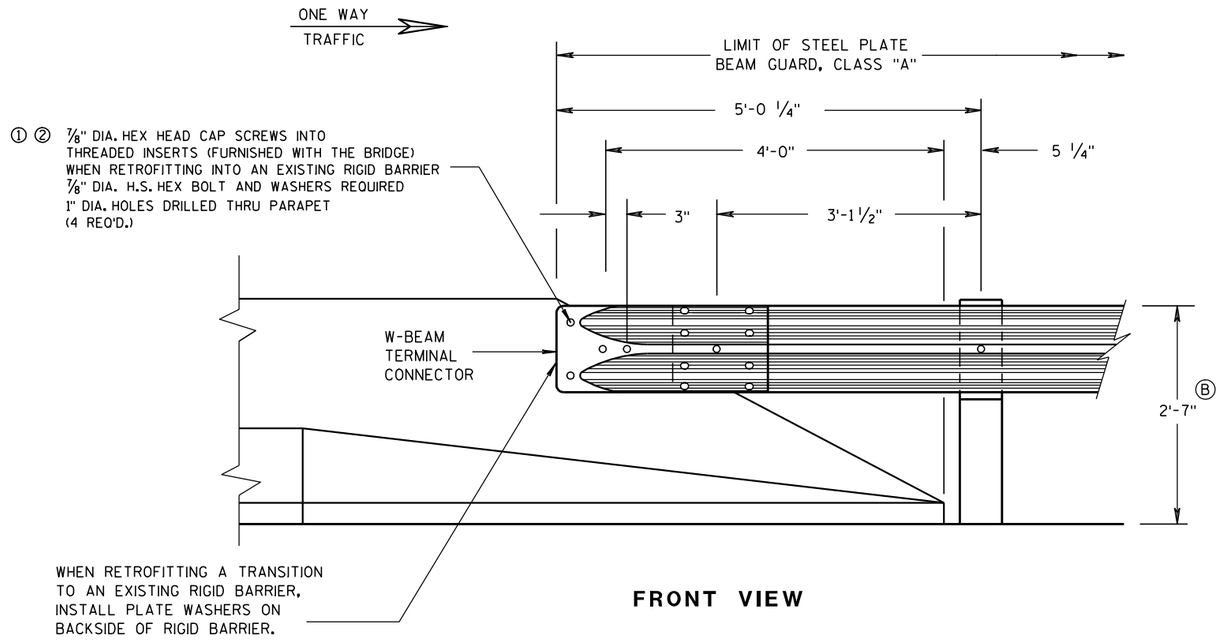
FHWA

6

S.D.D. 14 B 45-3e

6

S.D.D. 14 B 45-3e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

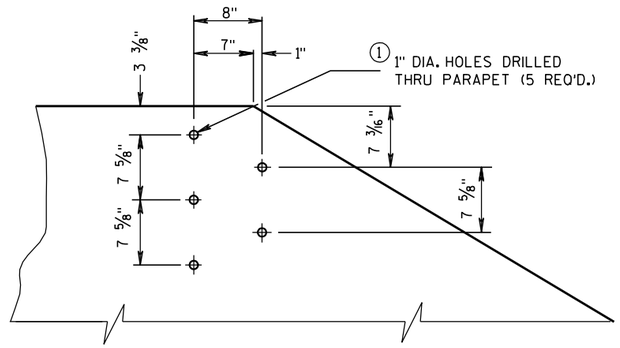
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

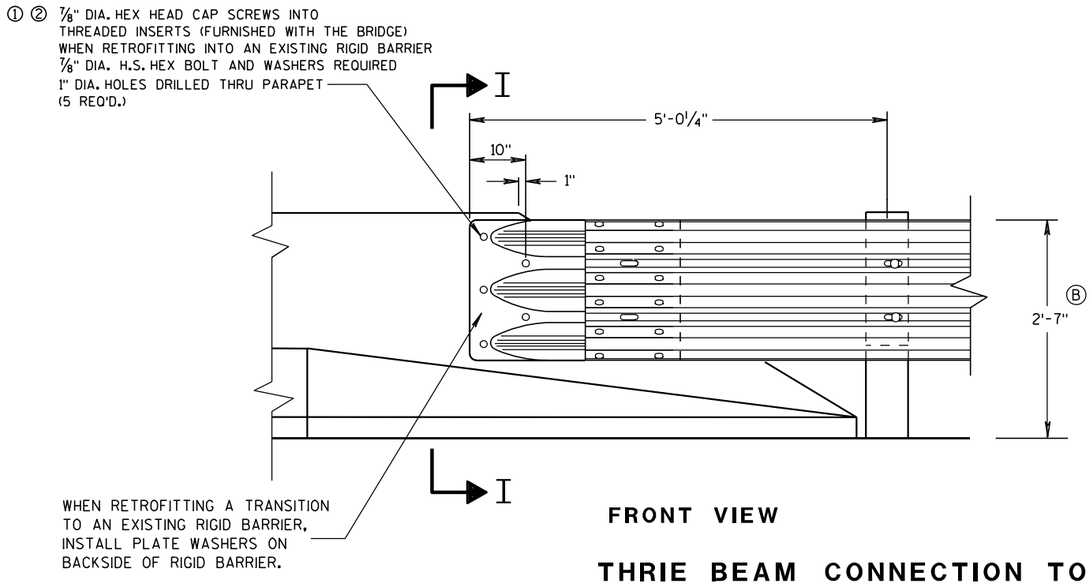
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

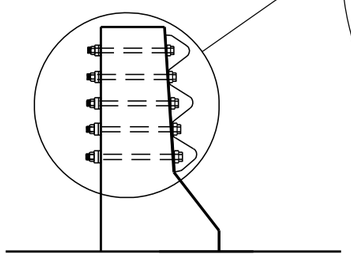
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".



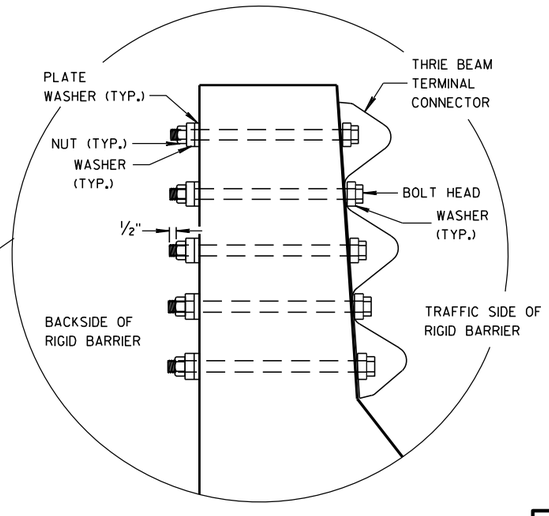
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

317

ENT

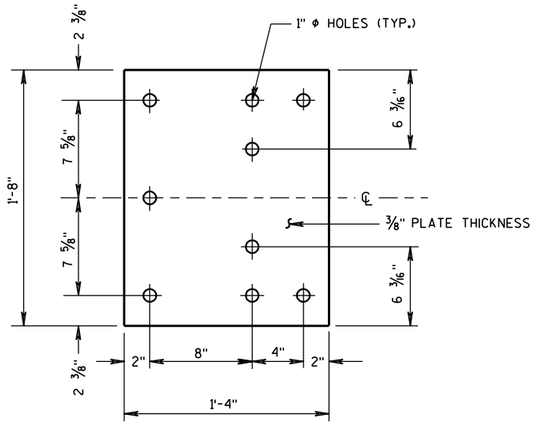
FHWA

6

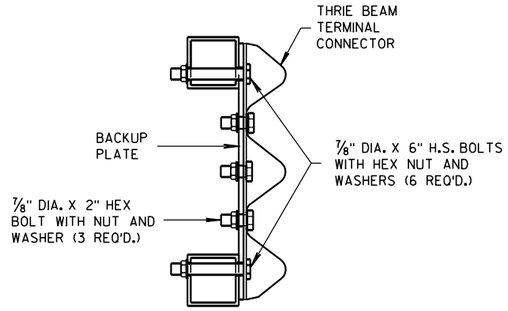
S.D.D. 14 B 45-3f

6

S.D.D. 14 B 45-3f



BACK-UP PLATE DETAIL

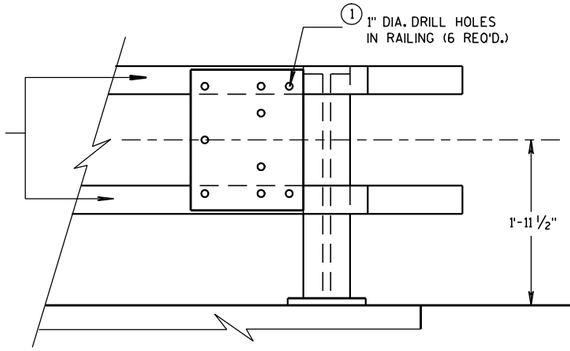


SECTION J-J

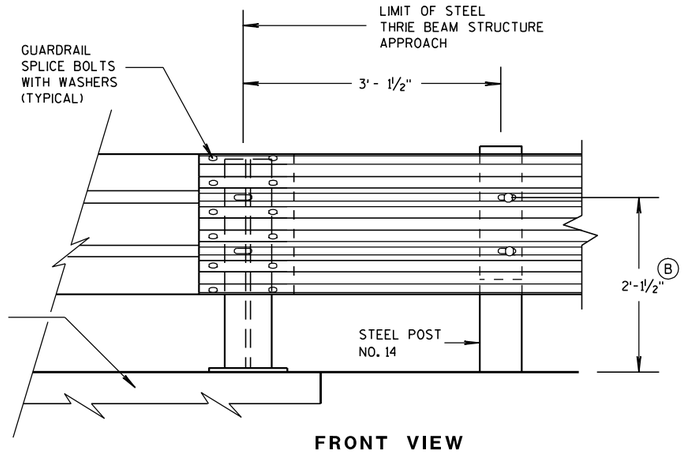
GENERAL NOTES

(1) DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(B) TOLERANCE FOR TOP OF BEAM IS ± 1".

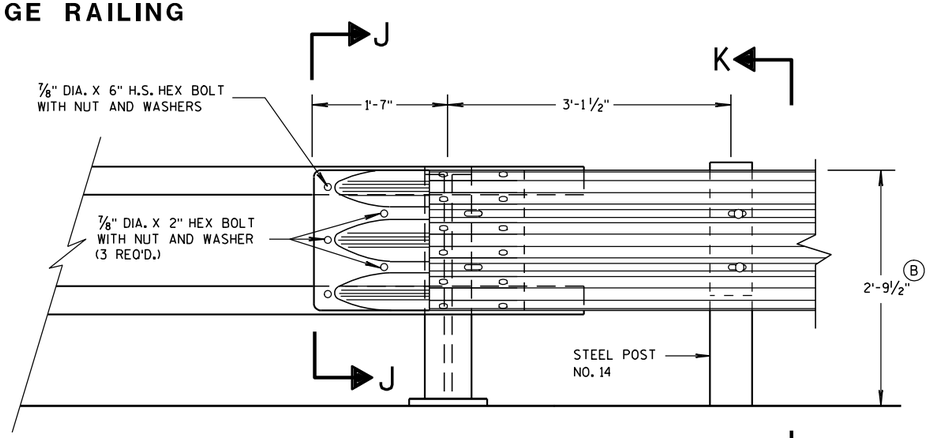


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

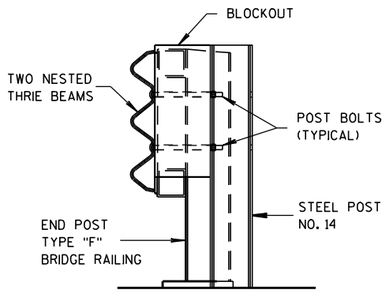


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 8/31/2012 DATE /S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER FHWA

6

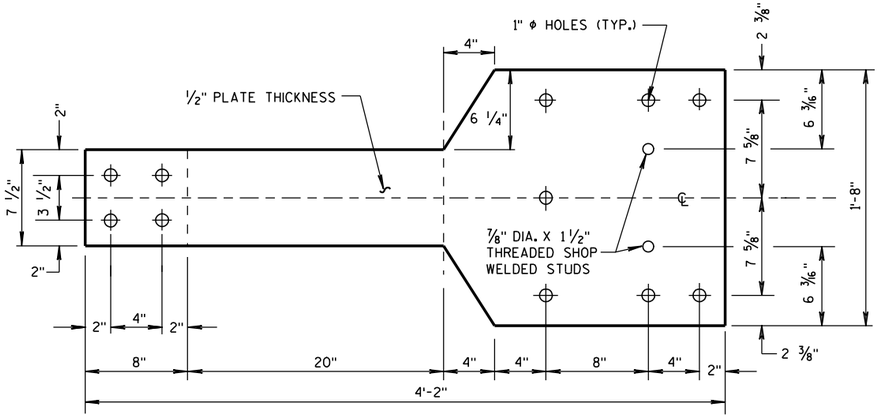
S.D.D. 14 B 45-3g

6

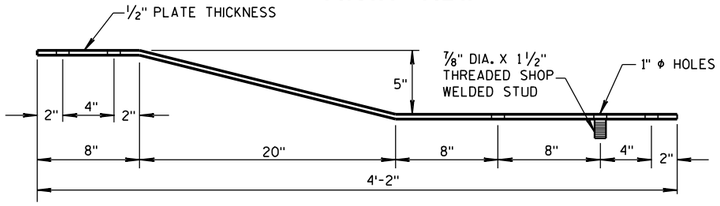
S.D.D. 14 B 45-3g

GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

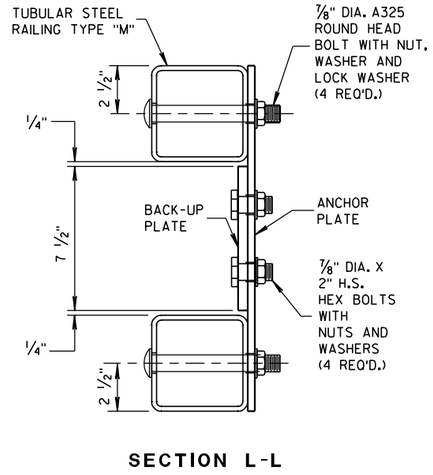


FRONT VIEW

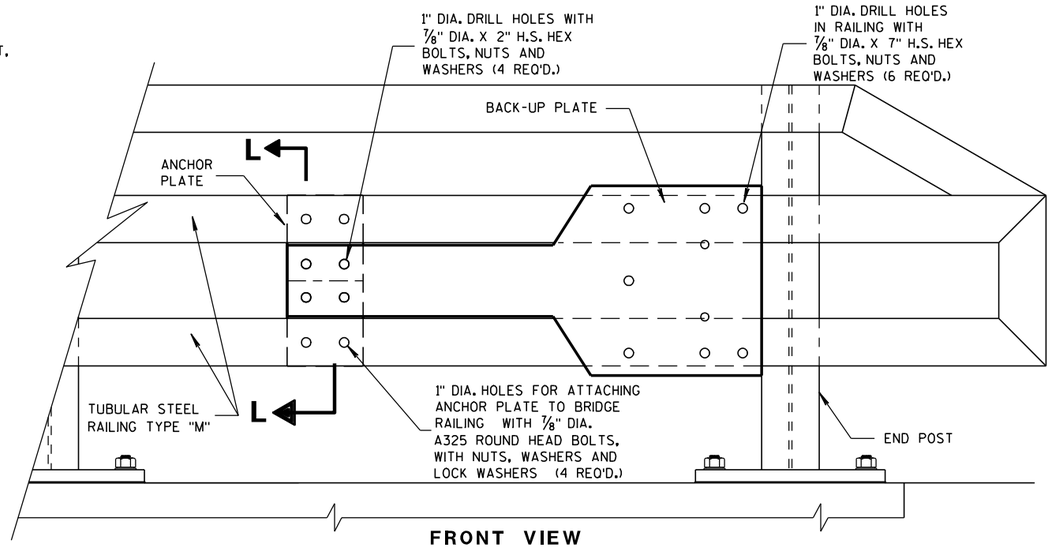


PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"



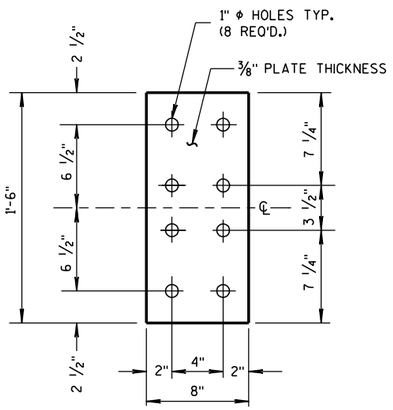
SECTION L-L



FRONT VIEW

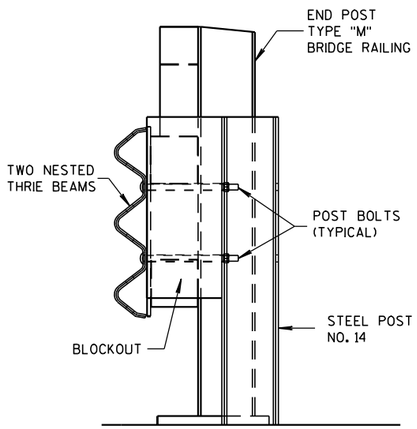
ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"

FRONT VIEW

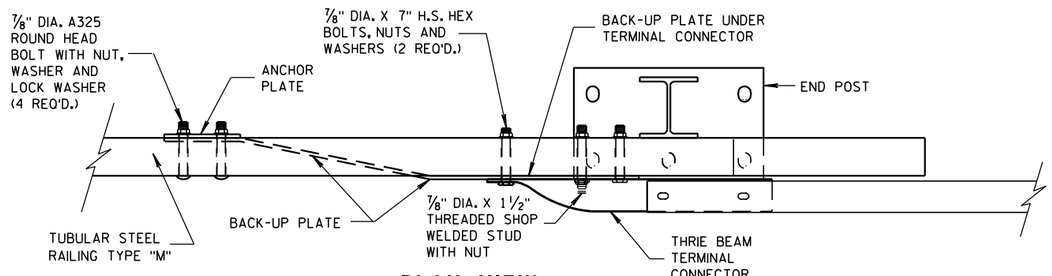


FRONT VIEW

ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-31-2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

319

ENT

FHWA

6

S.D. 14 B 45-3h

6

S.D. 14 B 45-3h

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

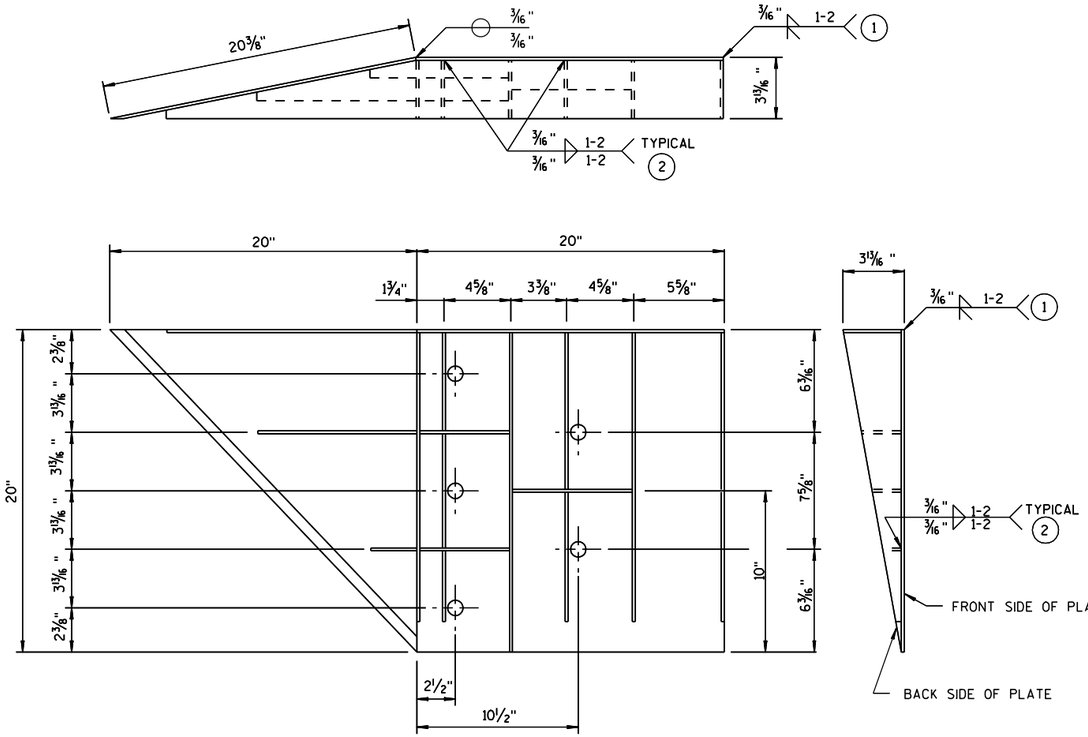
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(1) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(2) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

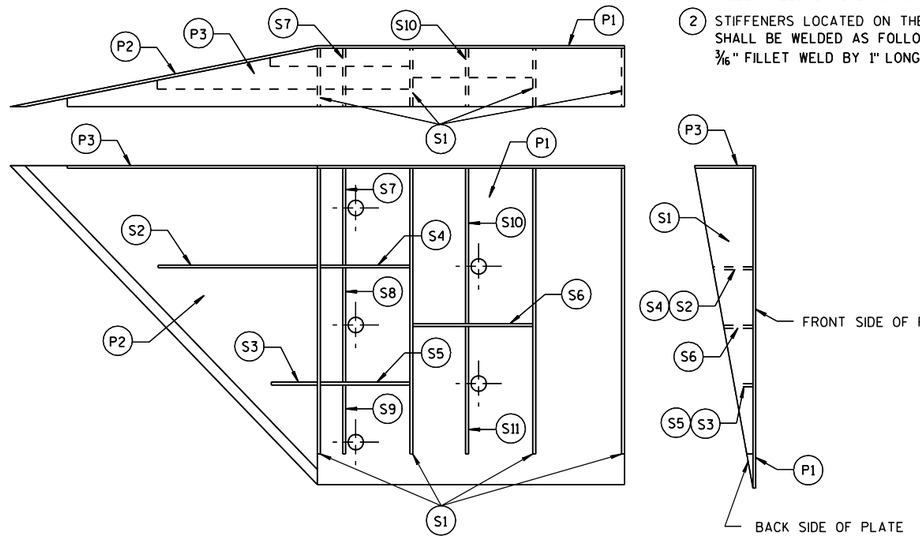


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

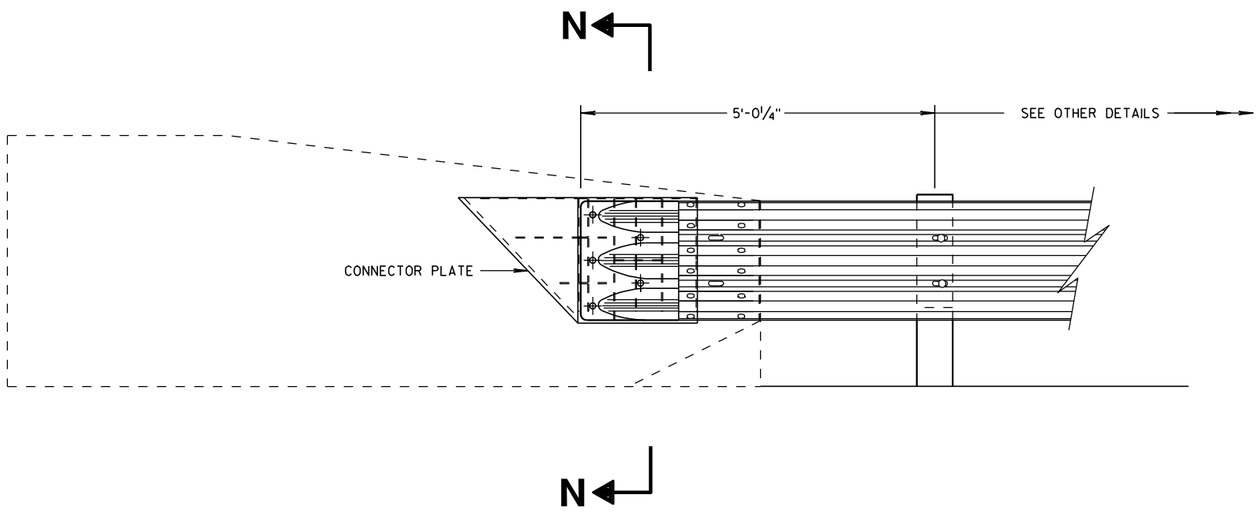
APPROVED
8/31/2012 DATE
/S/ Jerry H ---- ROADWAY STANDARDS ENGINEER
320 ...MENT
FHWA

6

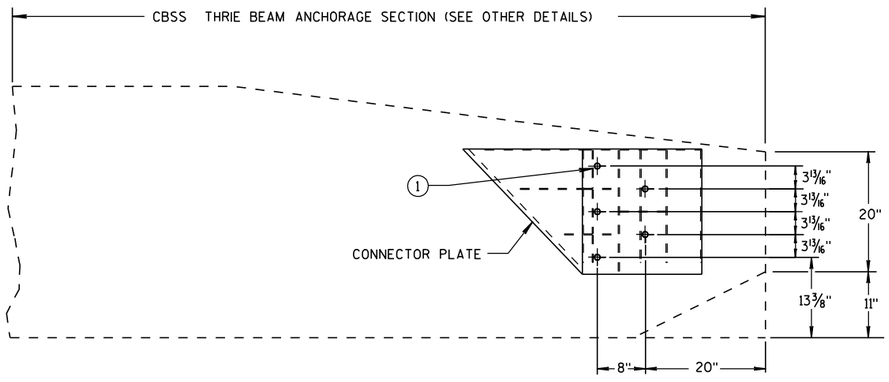
S.D.D. 14 B 45-3i

6

S.D.D. 14 B 45-3i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER

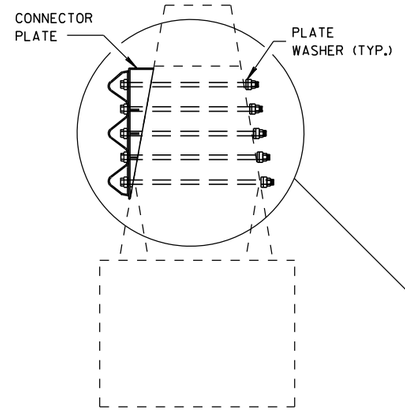


SINGLE SLOPE CONNECTION PLATE PLACEMENT

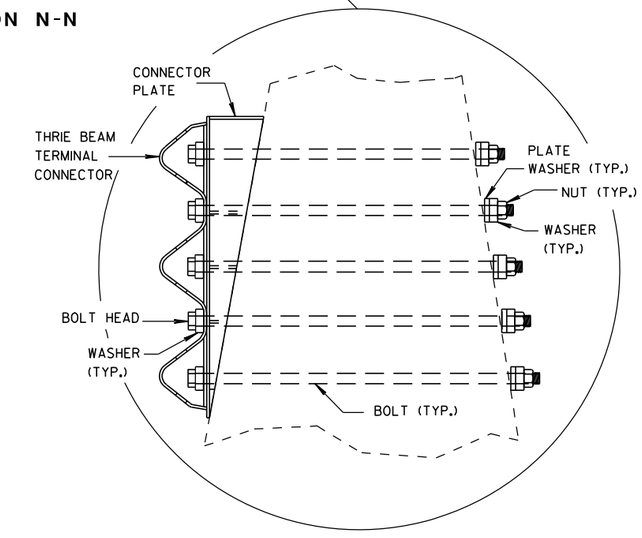
GENERAL NOTES

CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(1) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

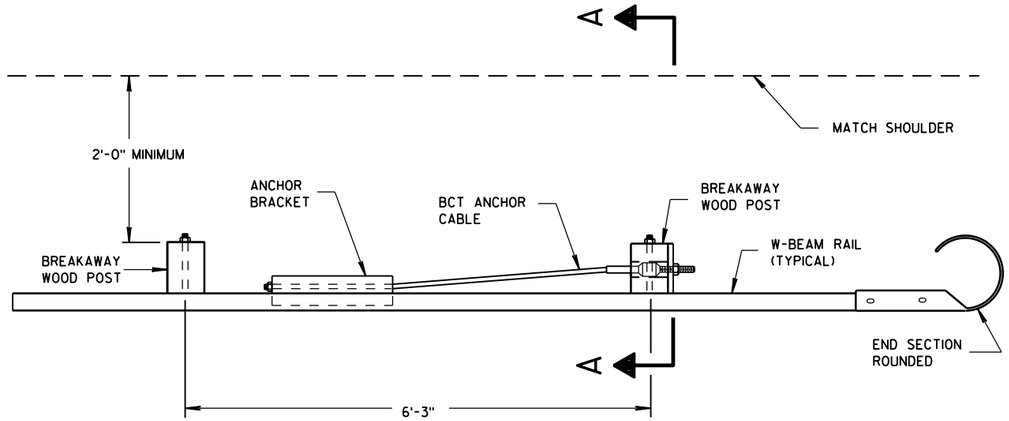
APPROVED
8/31/2012 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA

6

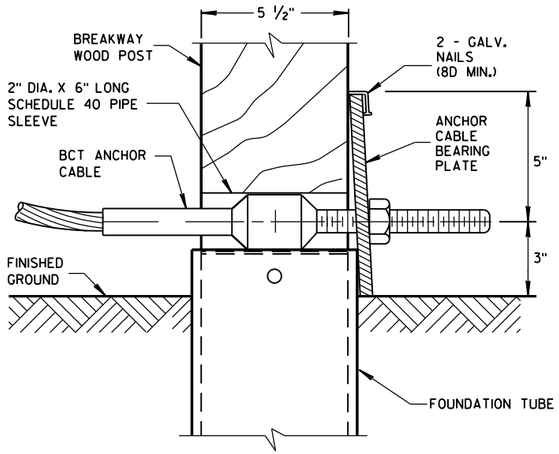
S.D.D. 14 B 45-3j

6

S.D.D. 14 B 45-3j



PLAN VIEW



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

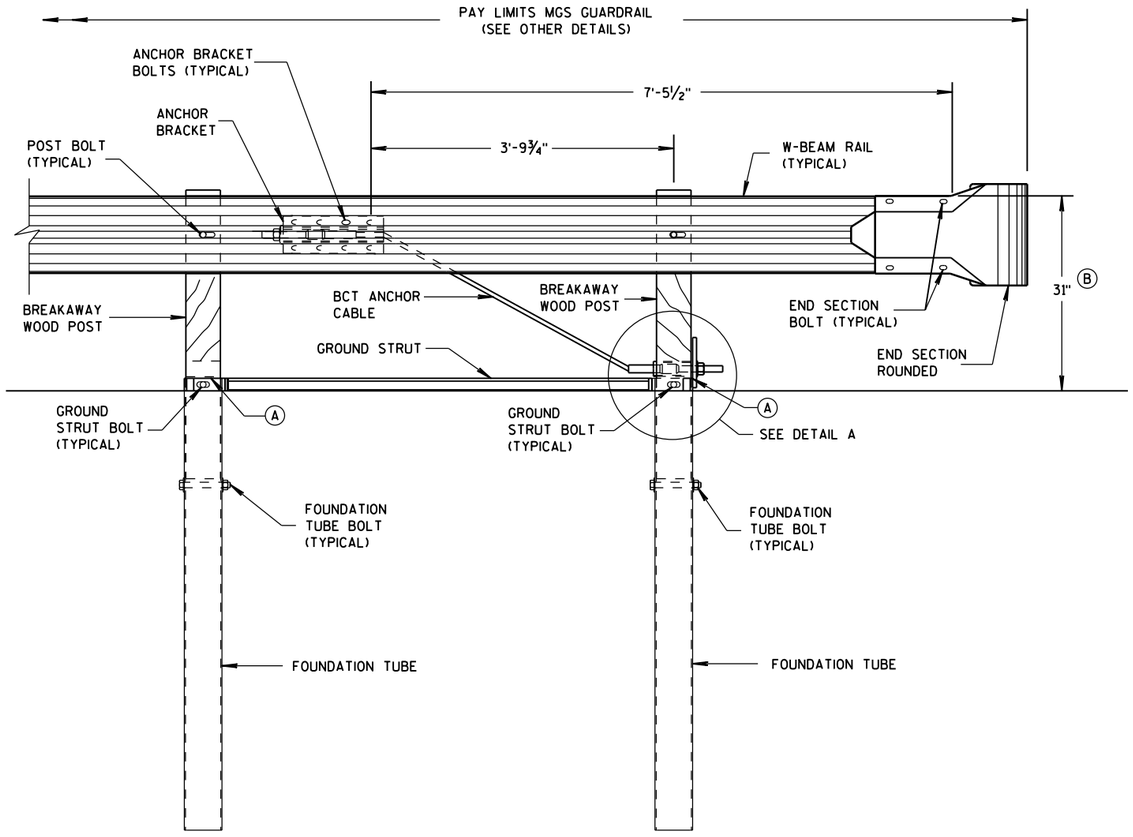
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A ⅝" DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅝" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

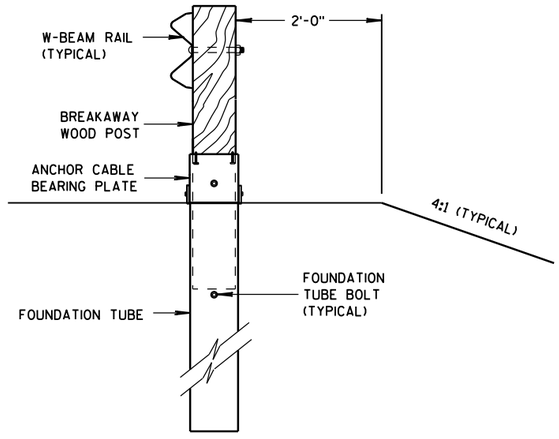
(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".

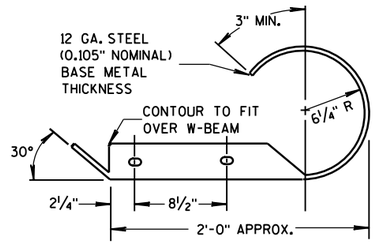


FRONT VIEW

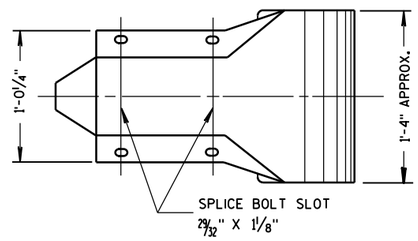
END RAIL DETAIL



SECTION A-A



PLAN VIEW



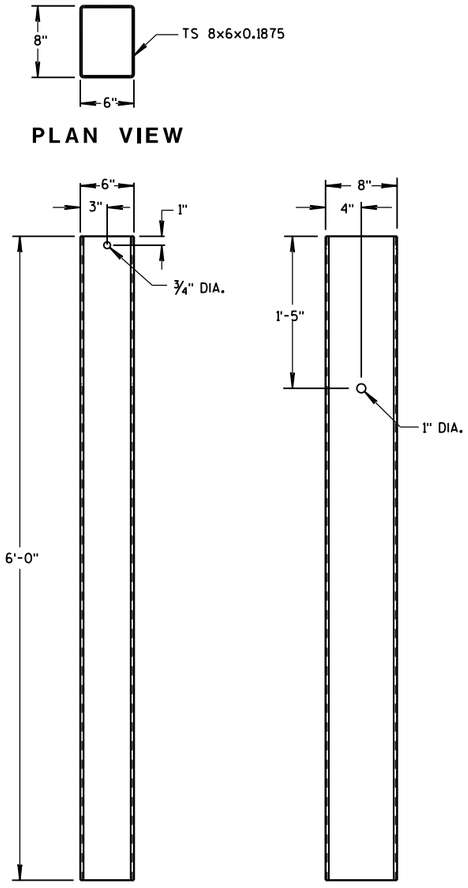
FRONT VIEW

W BEAM END SECTION ROUNDED

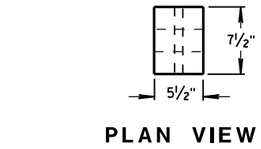
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

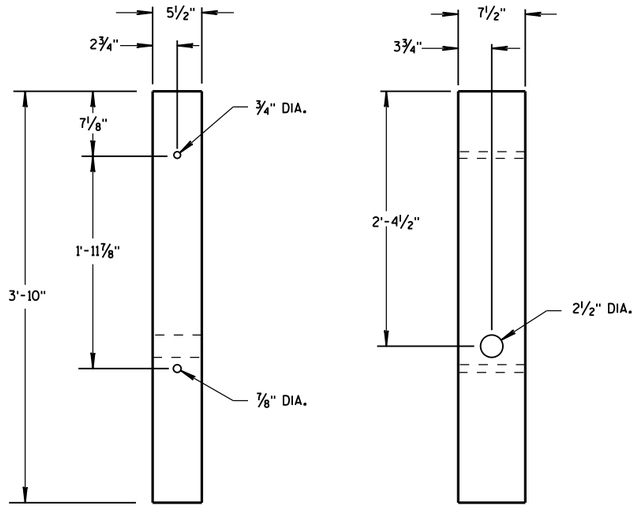
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 47-2a



FOUNDATION TUBE



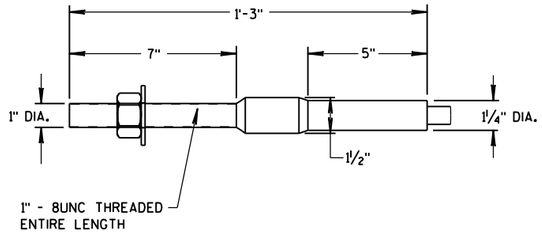


BREAKAWAY WOOD POST

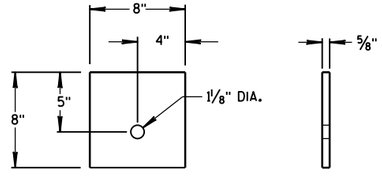
GENERAL NOTES

BCT ANCHOR CABLE IS A ¾" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. WIRE ROPE IS TO BE TAUT.

BCT ANCHOR CABLE



DETAIL B



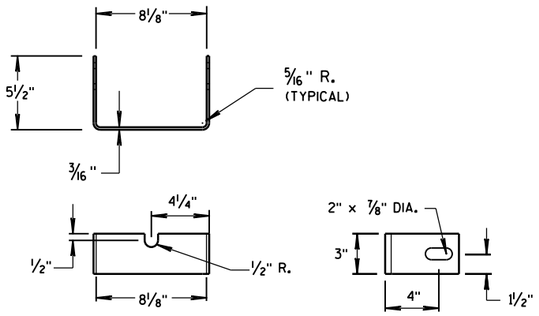
ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

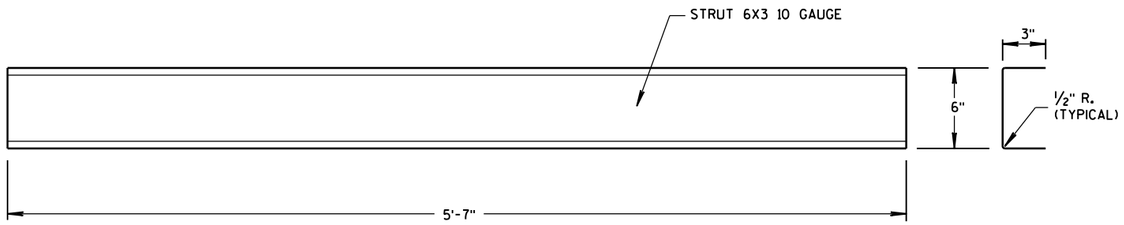
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

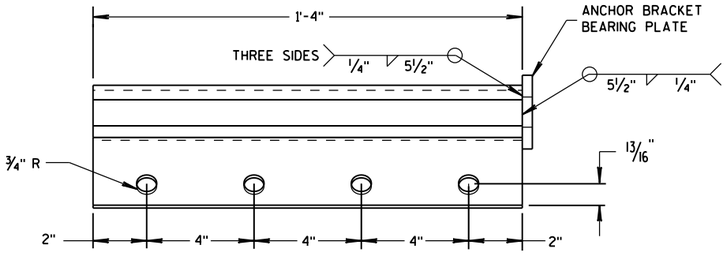
S.D.D. 14 B 47-2b

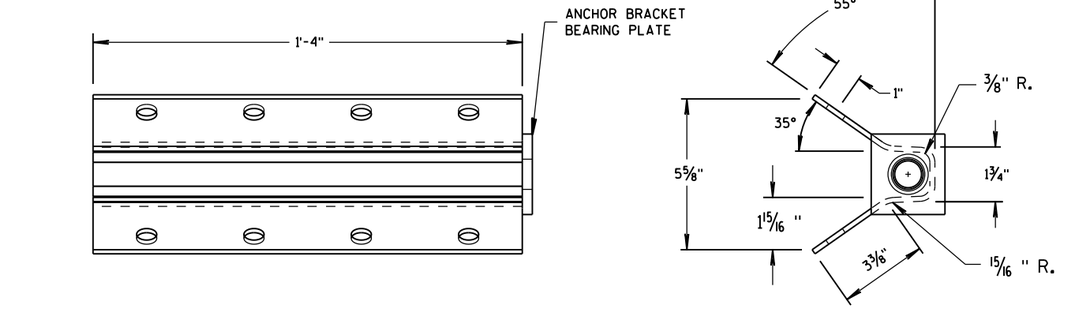


YOKE DETAIL

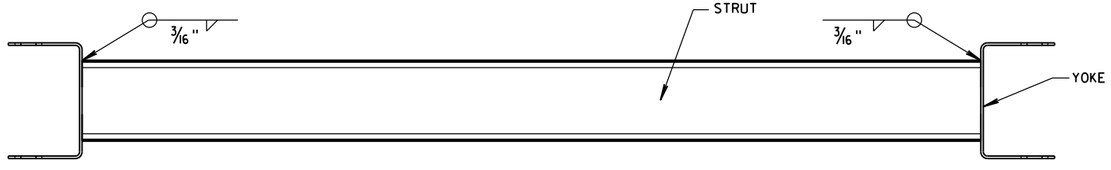


STRUT DETAIL

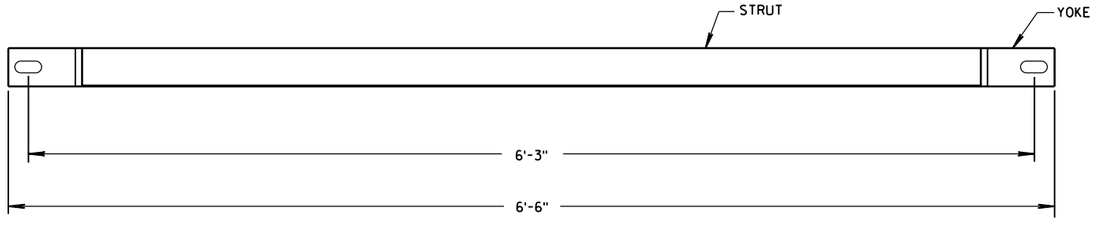




ANCHOR BRACKET

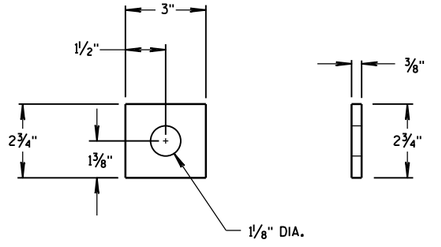


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

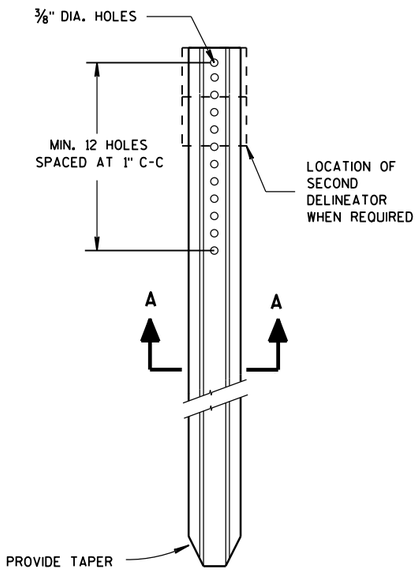
APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6

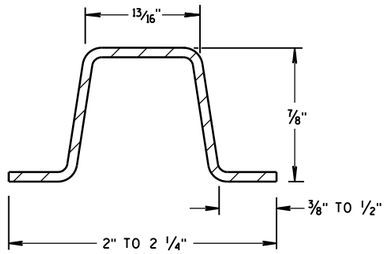
S.D.D. 14 B 47-2c

6

S.D.D. 14 B 47-2c

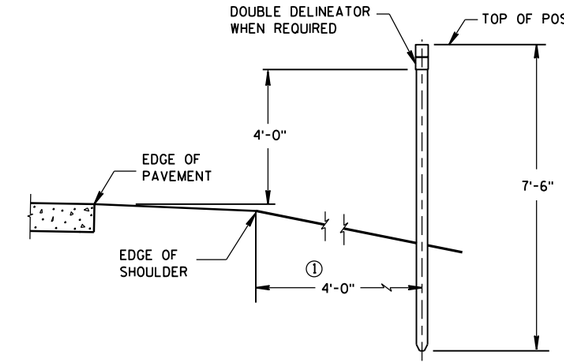


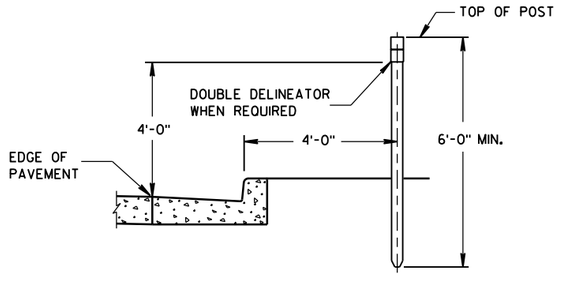
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



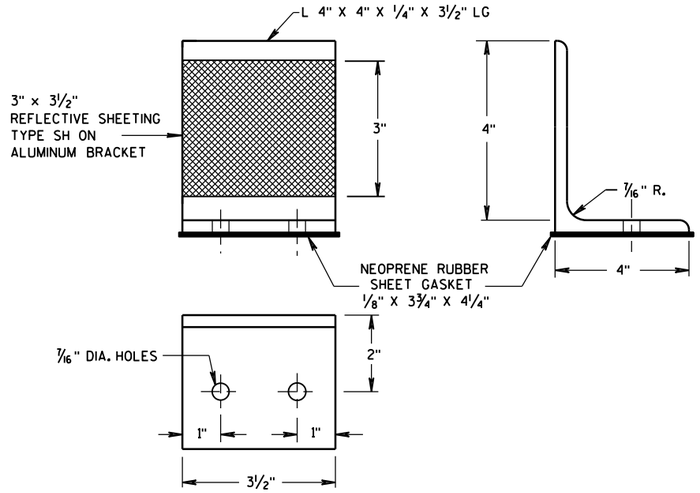


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

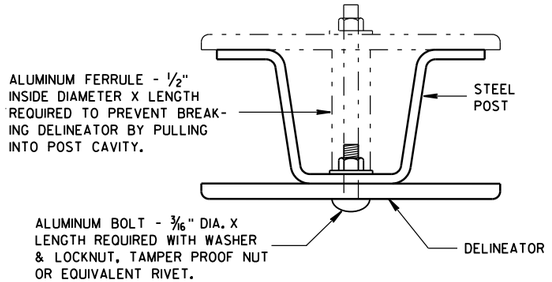
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

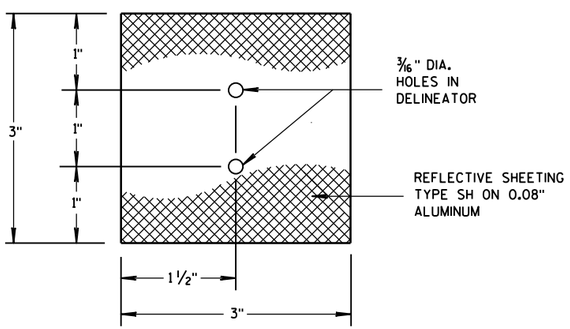
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



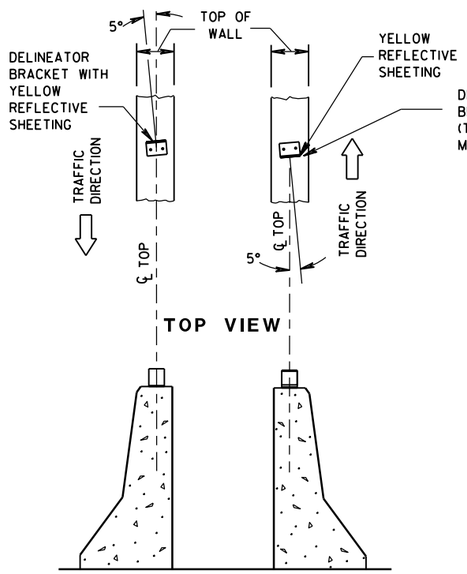
DELINEATOR BRACKET



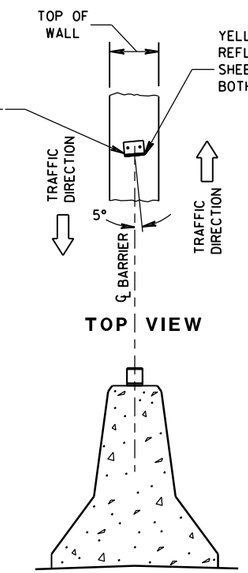
MOUNTING DETAIL FOR DELINEATOR



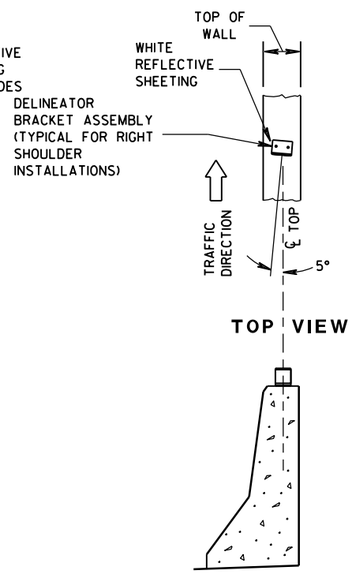
3"x 3" DELINEATOR



DOUBLE BARRIERS IN MEDIAN

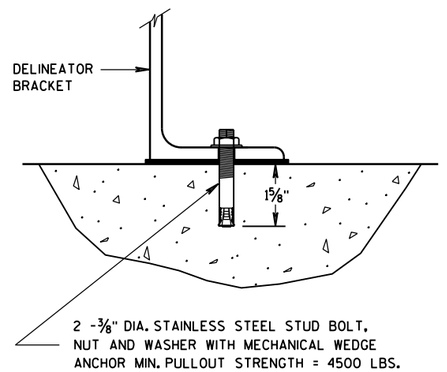


MEDIAN BARRIER



BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

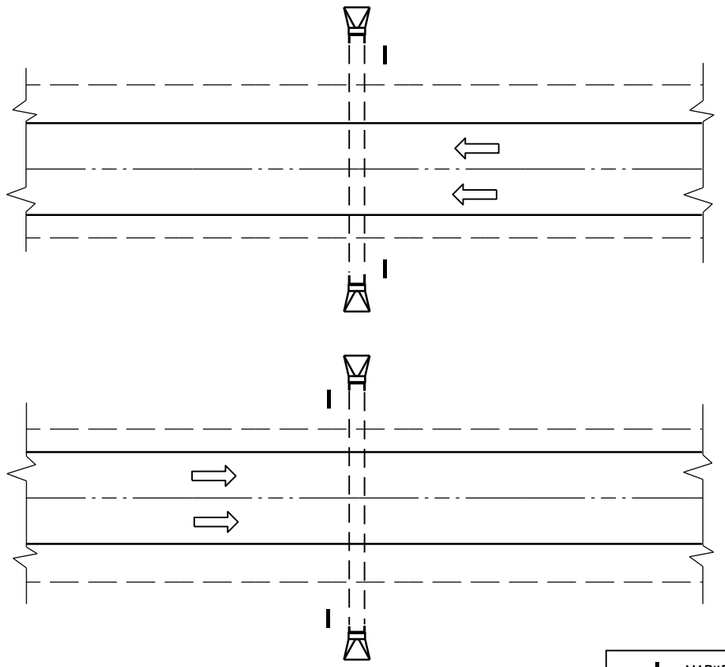
APPROVED
7/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E
FHWA

6

S.D.D. 15 A 2-8

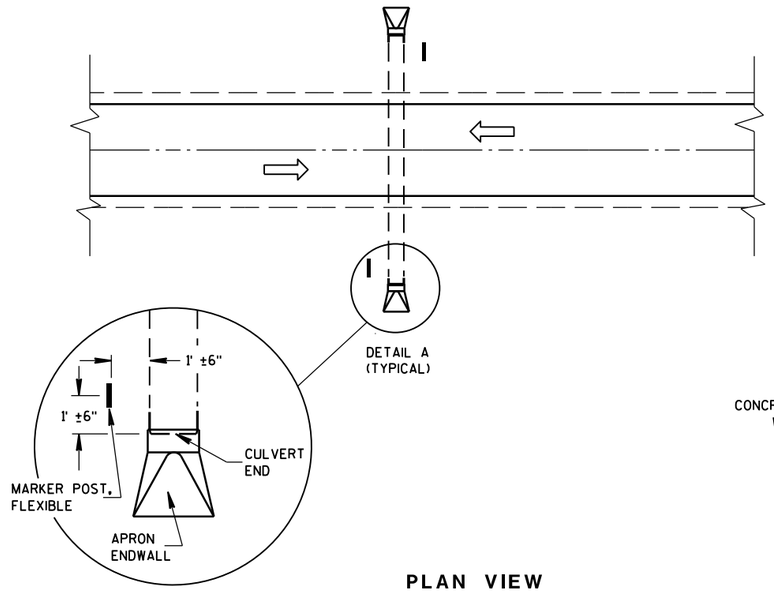
6

S.D.D. 15 A 2-8



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

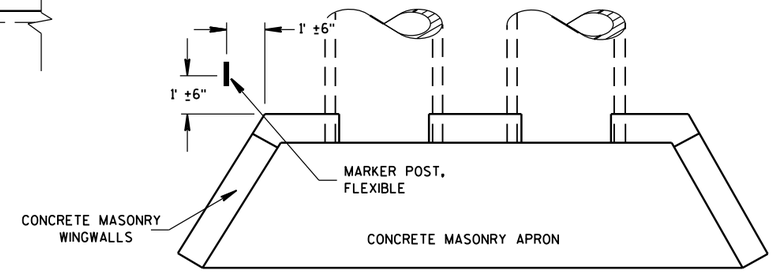
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

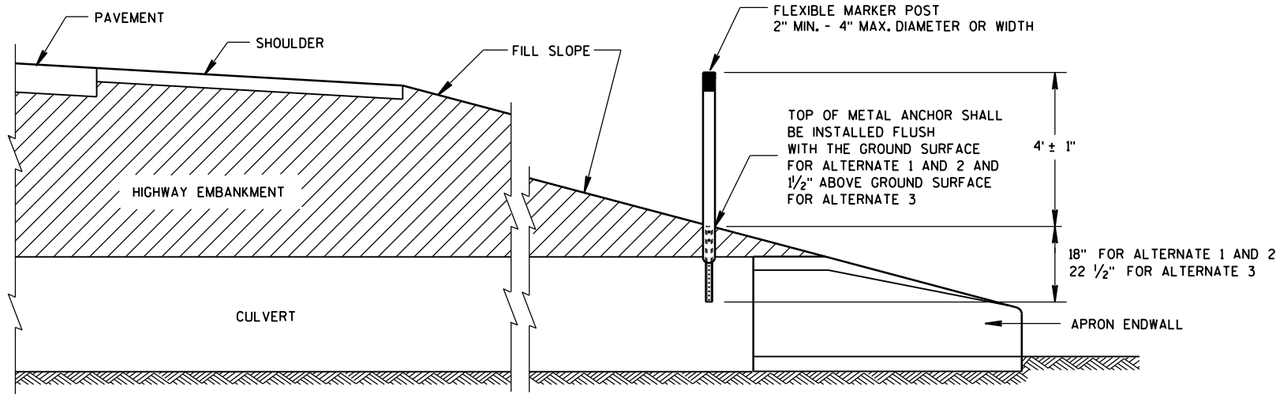
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

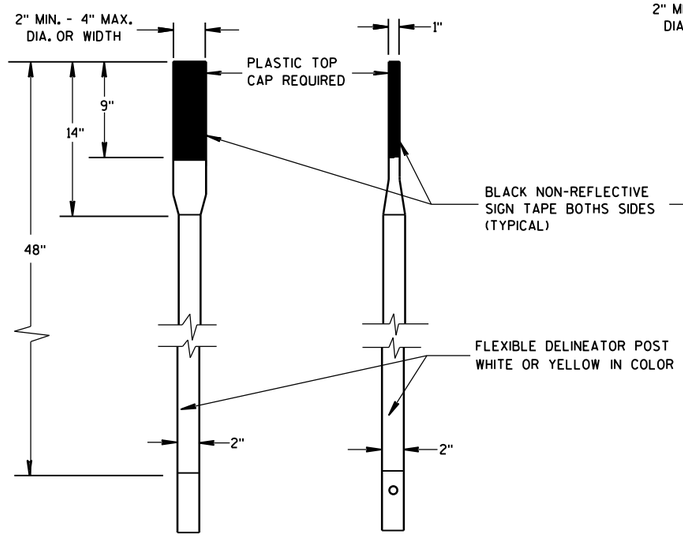
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

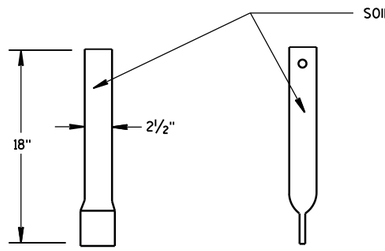
6

S.D.D. 15 A 3-2a

6

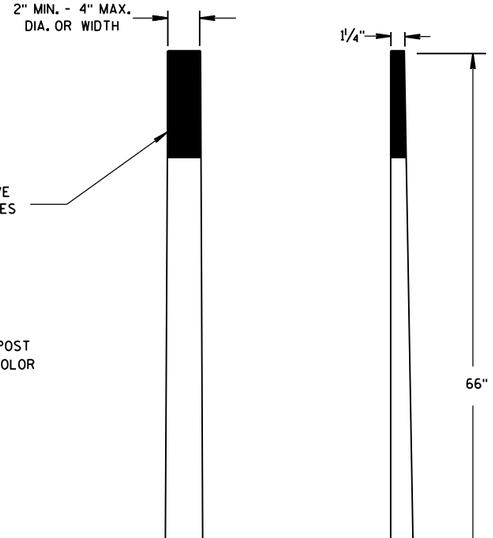
S.D.D. 15 A 3-2a





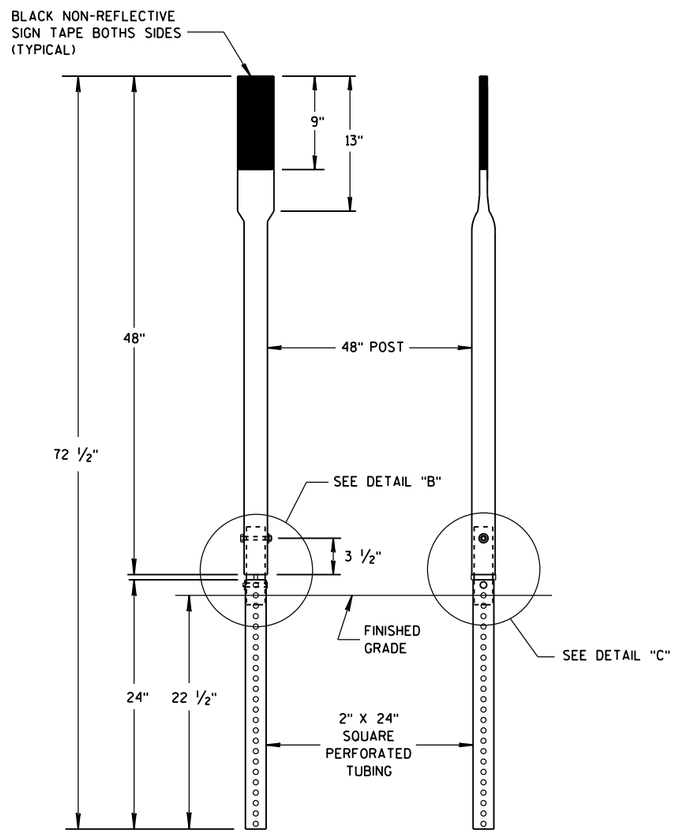
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

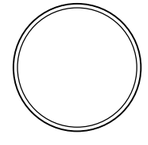
ALTERNATE 2



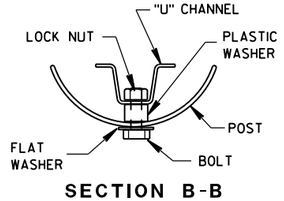
FRONT VIEW SIDE VIEW

ALTERNATE 3

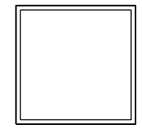
FLEXIBLE MARKER POSTS



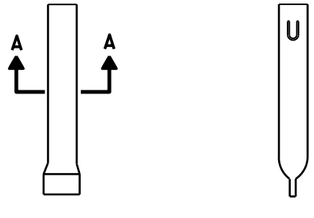
SECTION A-A



SECTION B-B

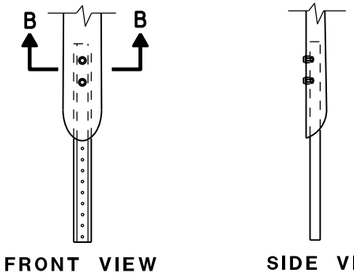


SECTION C-C



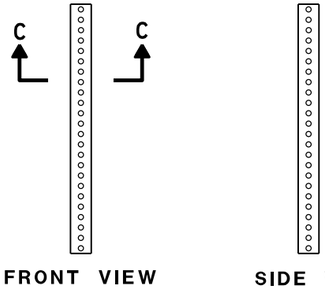
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

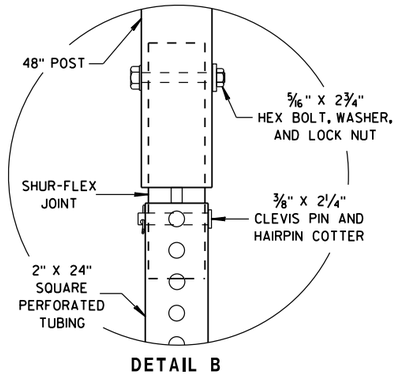
ALTERNATE 2



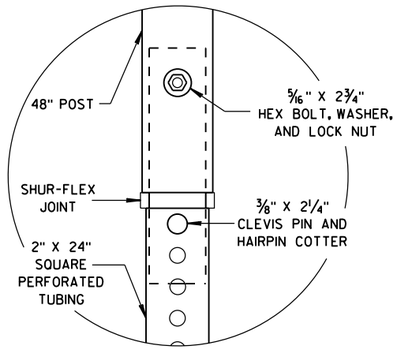
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

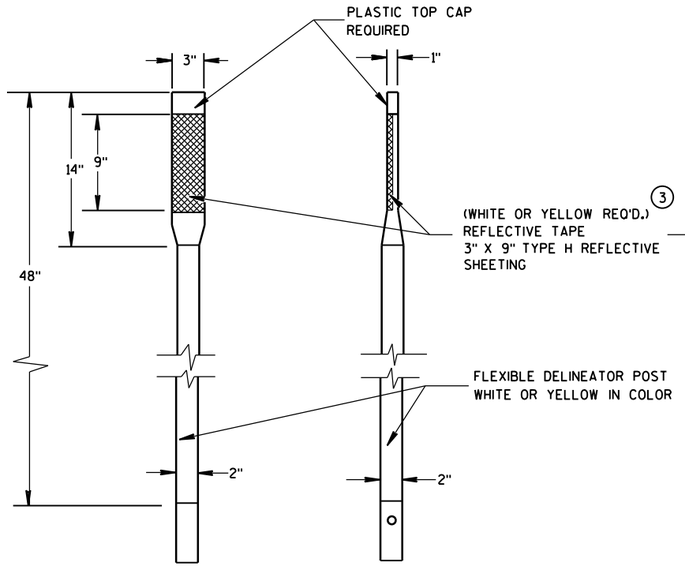
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

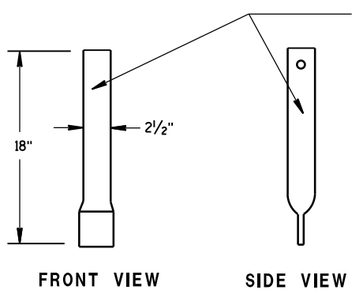
6

S.D.D. 15 A 3-2b

6

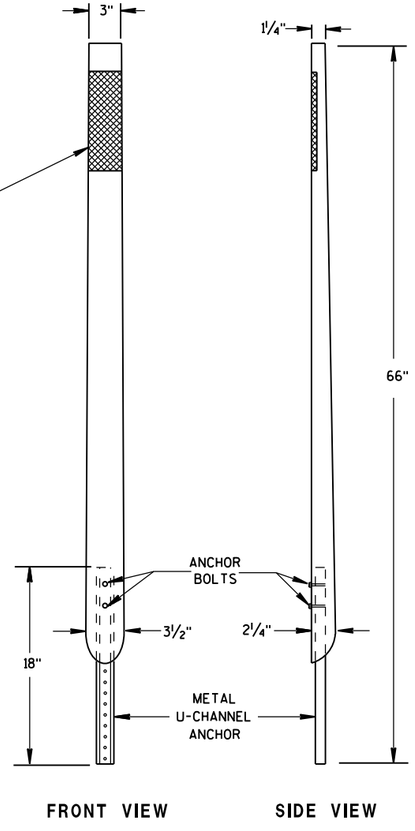
S.D.D. 15 A 3-2b





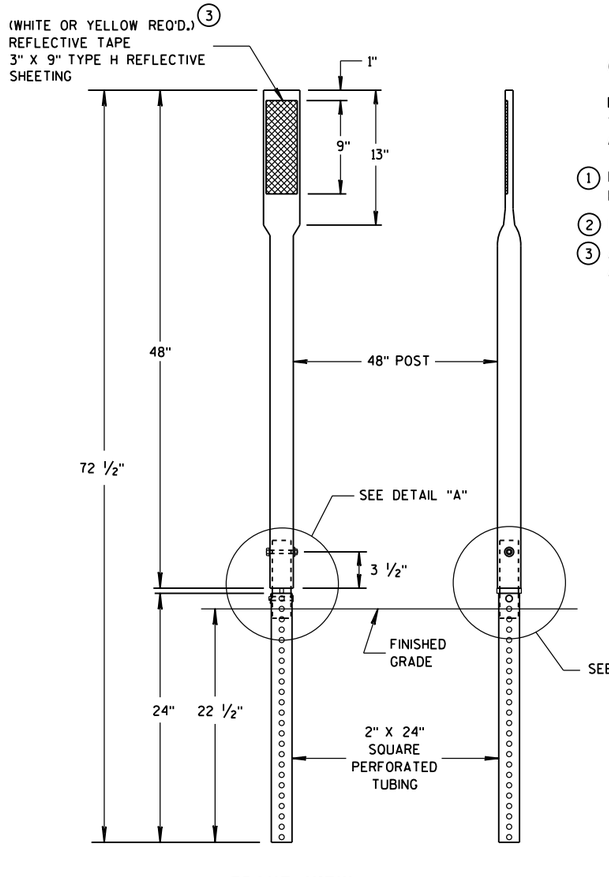
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

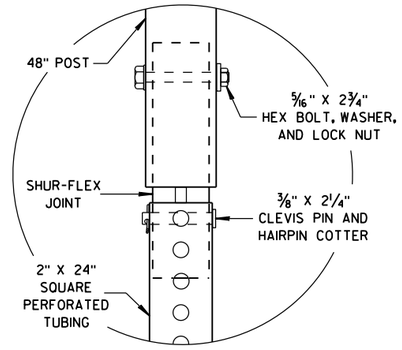
ALTERNATE 3

FLEXIBLE DELINEATOR POSTS

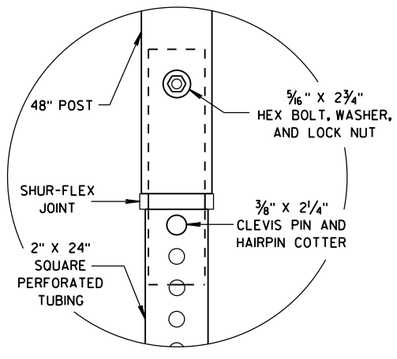
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDATRD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

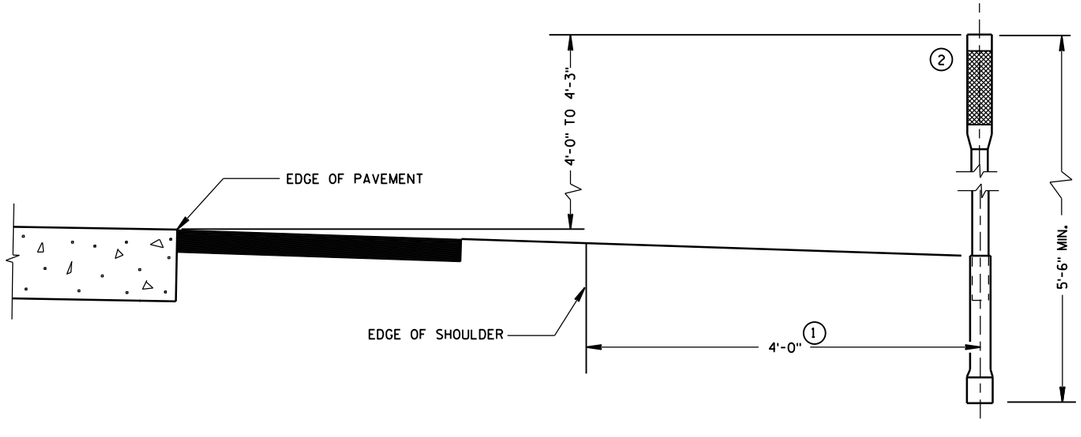
1. DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.
2. EITHER ALTERNATE NO. 1, NO. 2 OR NO. 3 MAY BE FURNISHED.
3. AS PER SECTION 637.2.2.2. OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

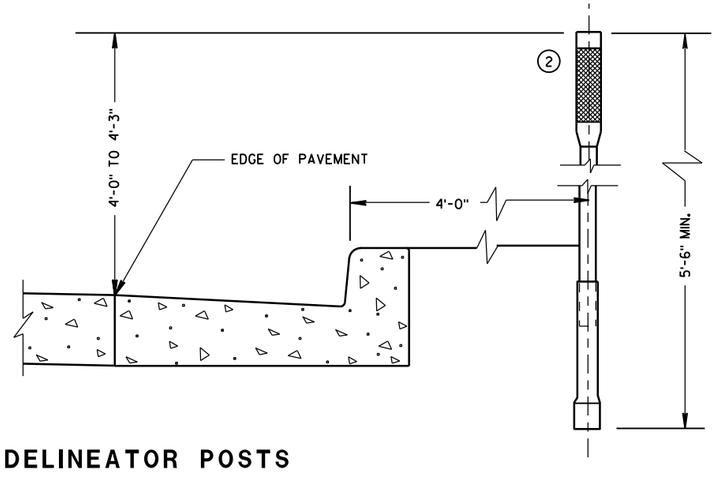


DETAIL A



DETAIL B





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-26-2012 DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

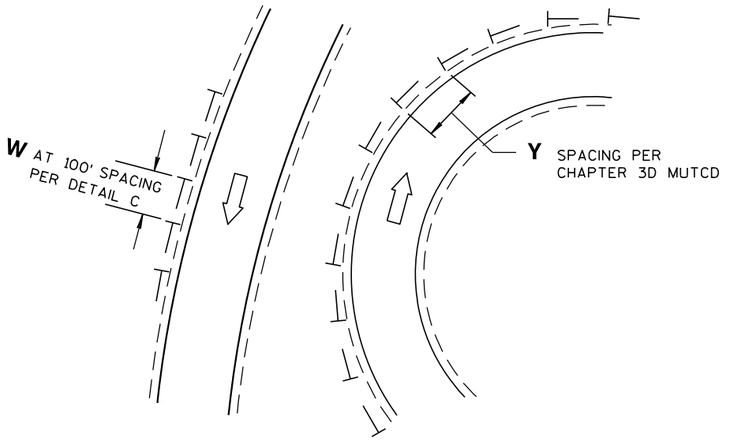
S.D.D. 15 A 4-2

6

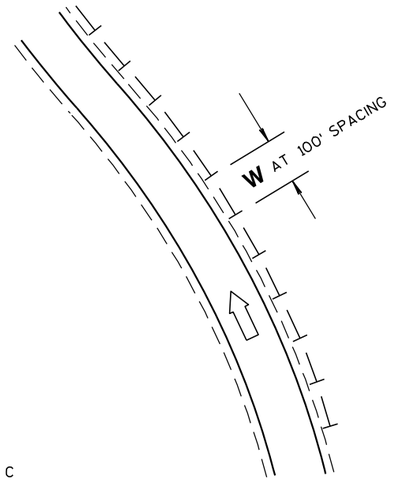
S.D.D. 15 A 4-2

GENERAL NOTES

* USE DOUBLE DELINEATOR ALONG ACCELERATION-DECELERATION LANES AND TAPERS. USE SINGLE DELINEATOR WHEN RAMP PAVEMENT IS FULL WIDTH.



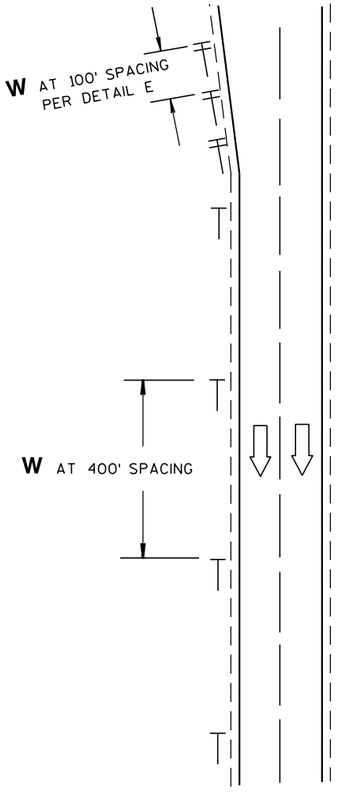
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



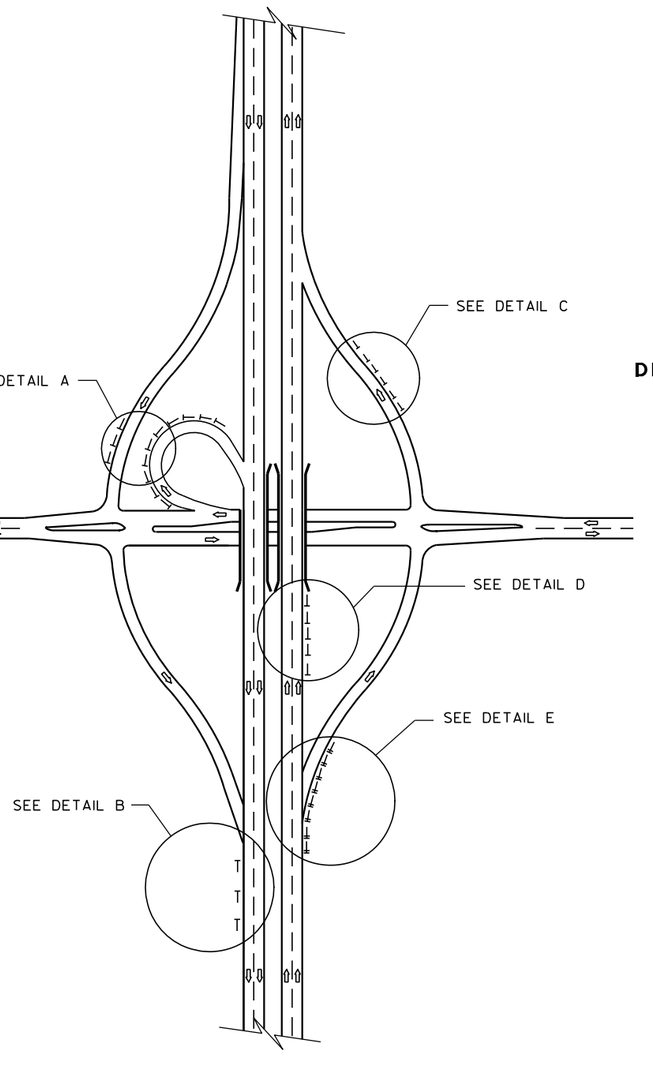
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

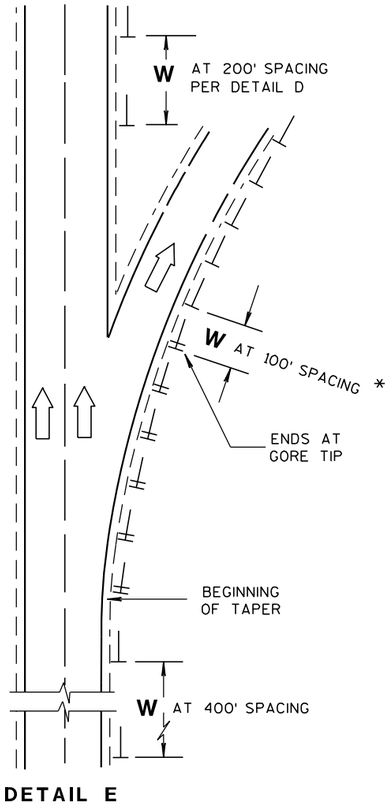
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



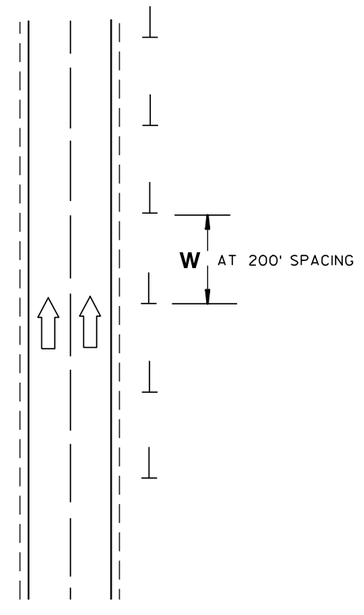
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



DELINEATOR LAYOUT



DETAIL E
DELINEATOR LAYOUT FOR ACCELERATION - DECELERATION LANES AND TAPERS AT RAMPS



DETAIL D
DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/5/09 DATE
/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA

6

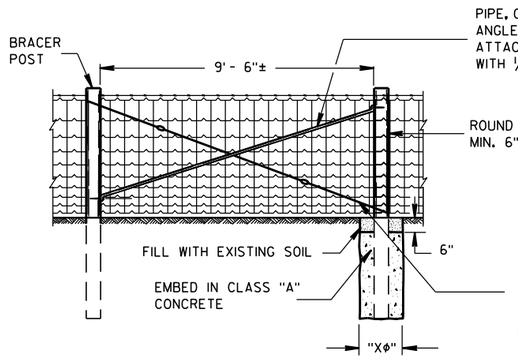
S.D.D. 15 A 6-2

6

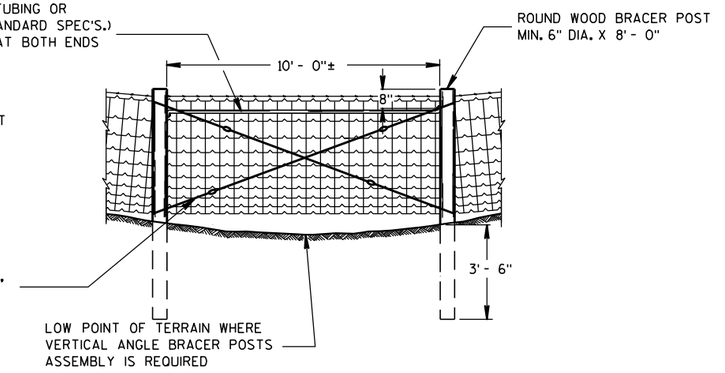
S.D.D. 15 A 6-2

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

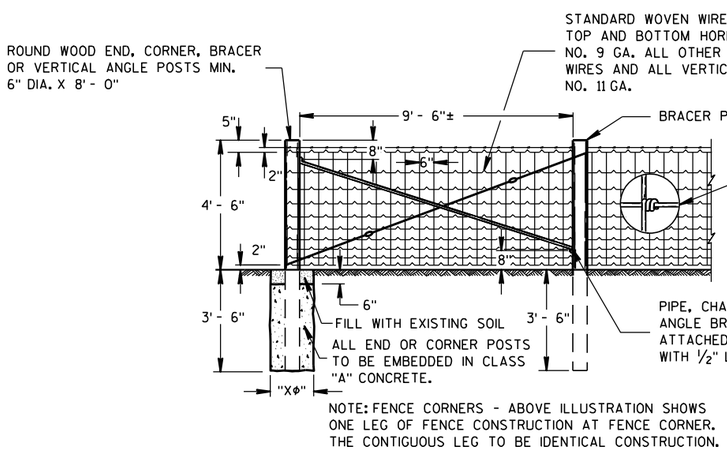
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

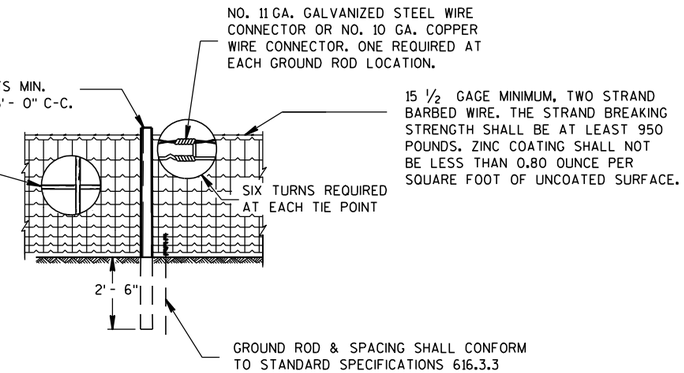
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.



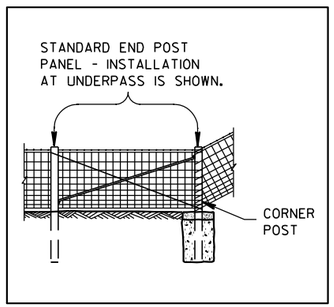
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

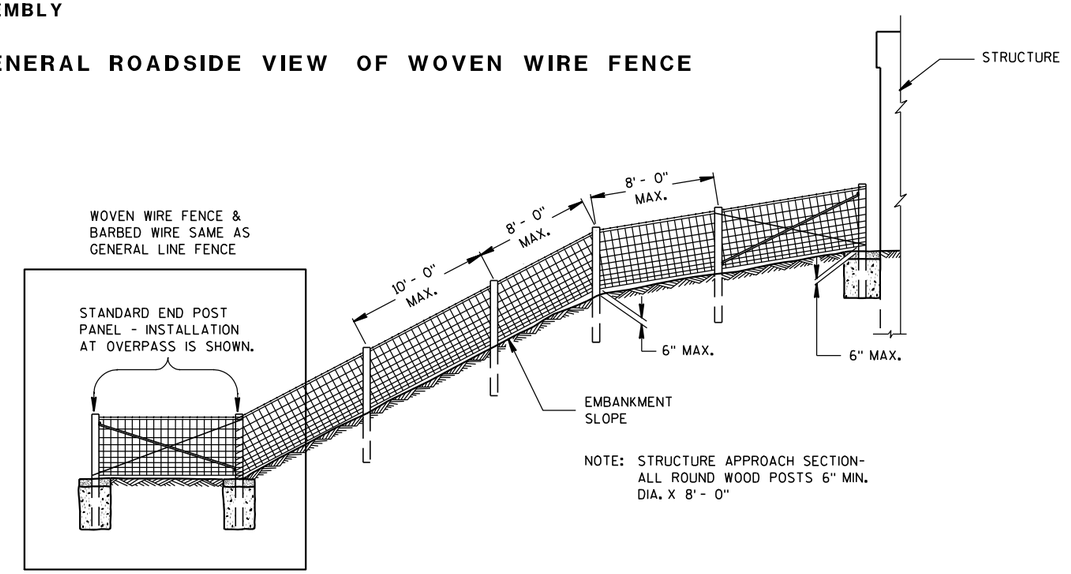


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



NOTE: STRUCTURE APPROACH SECTION- ALL ROUND WOOD POSTS 6" MIN. DIA. X 8' - 0"

FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

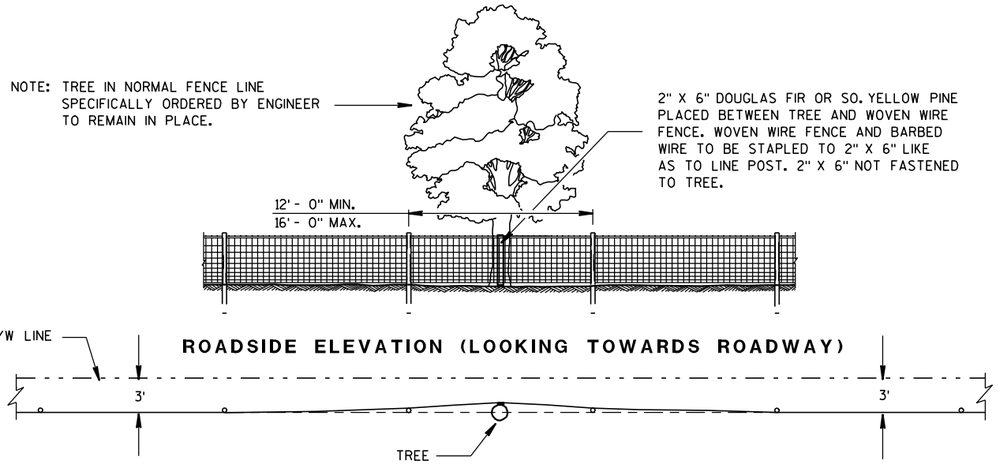
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 B 1-8a

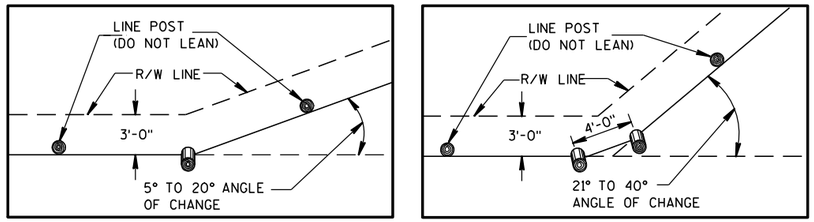
6

S.D.D. 15 B 1-8a



PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



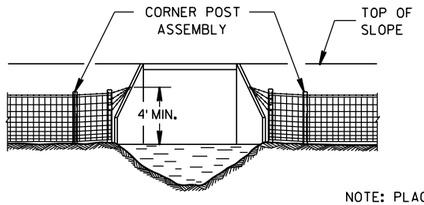
PLAN VIEW
SINGLE POST CORNER

PLAN VIEW
DOUBLE POST CORNER

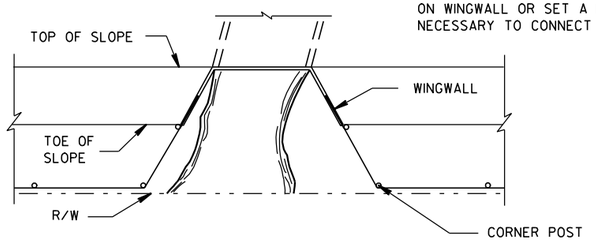
RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

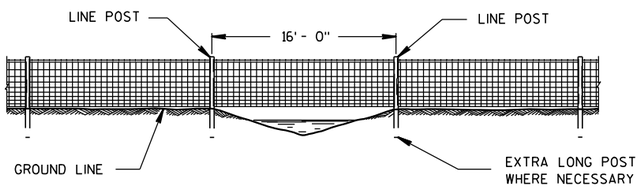
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



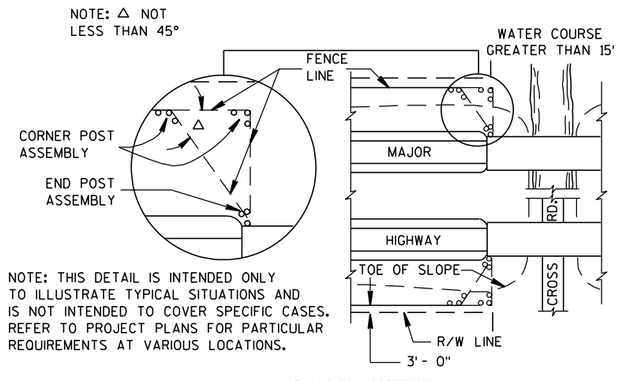
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



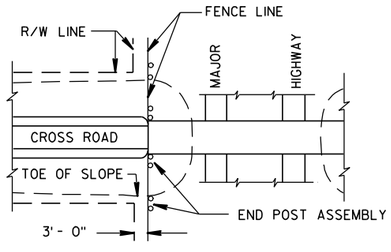
FENCE INSTALLATION TO WINGWALLS



FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH



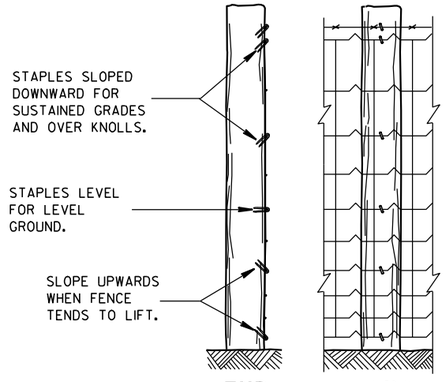
PLAN VIEW
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH



PLAN VIEW
MAJOR HIGHWAY UNDERPASS

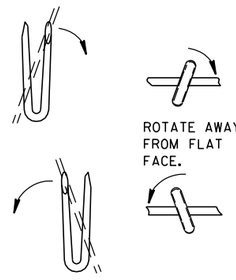
FENCE LOCATION AT STRUCTURES

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.



END ELEVATION **FARM SIDE ELEVATION**

FENCE MOUNTING DETAIL

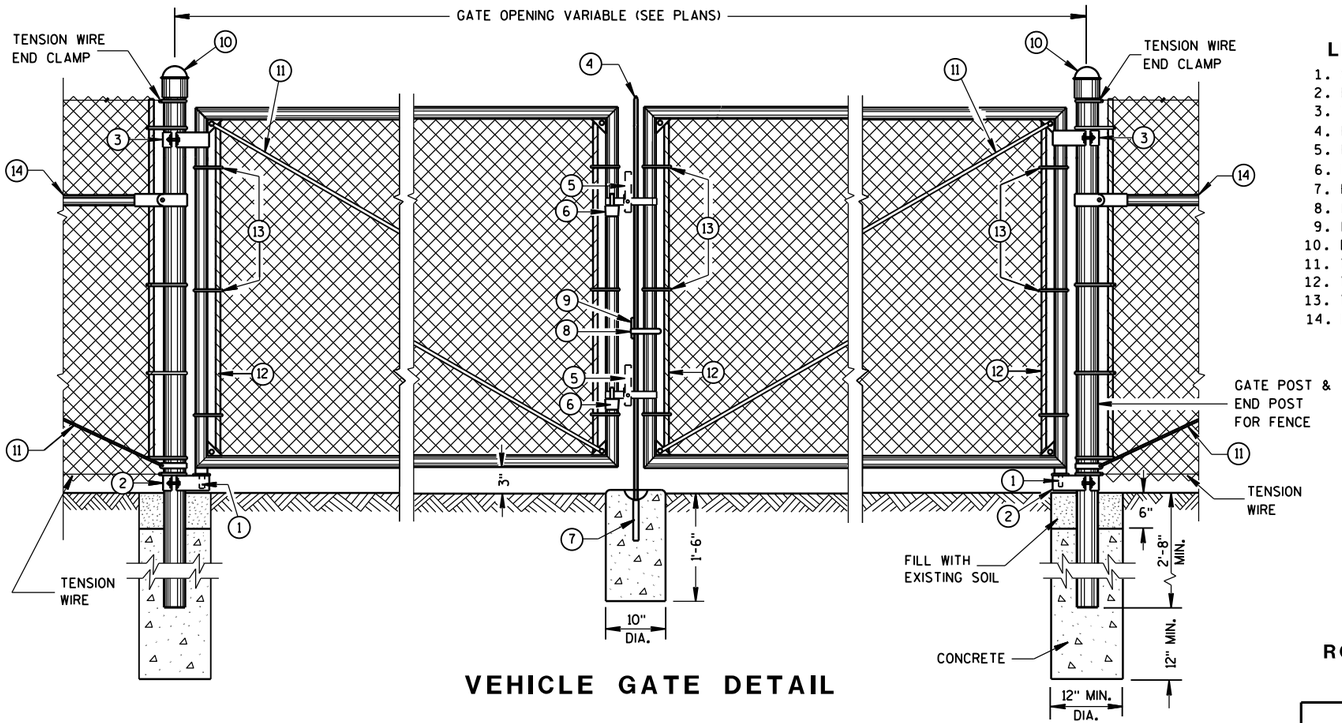


LINE POST

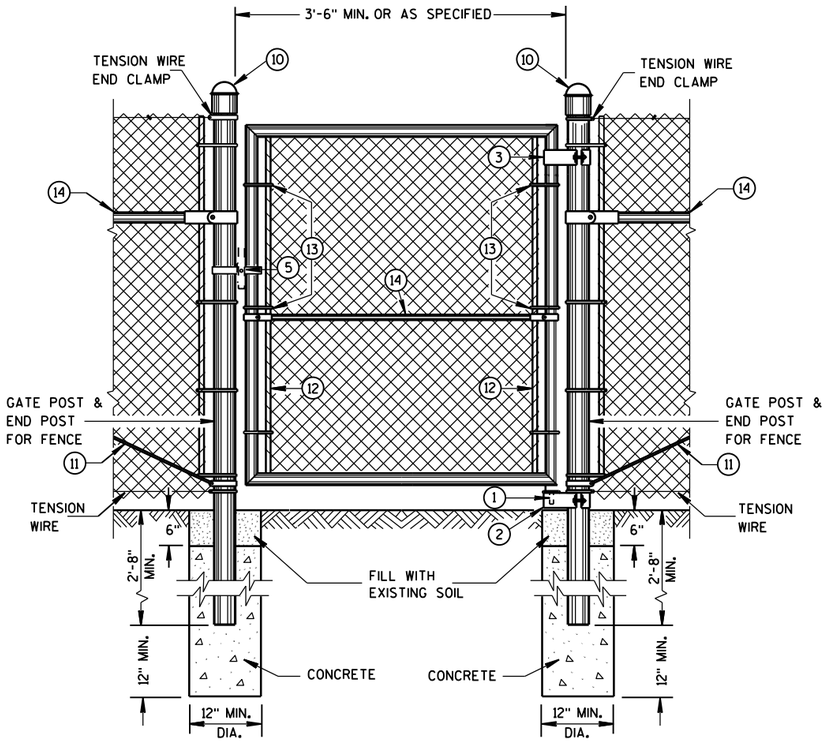
FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/4/2008
DATE
/S/ Jerry H. Zinn
ROADWAY STANDARDS ENGINEER
331
FHWA



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

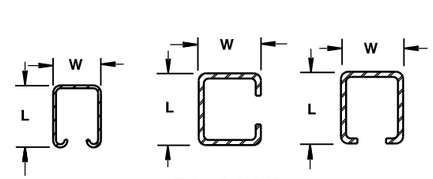
FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

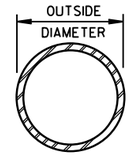
FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.



FS POST



SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

FENCE CHAIN LINK

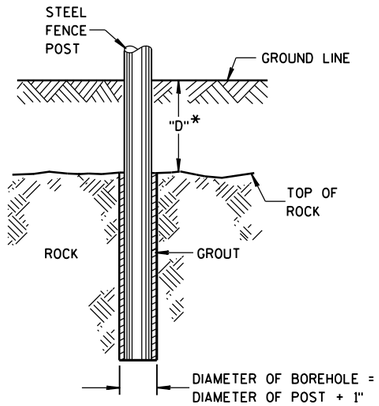
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 B 3-14a

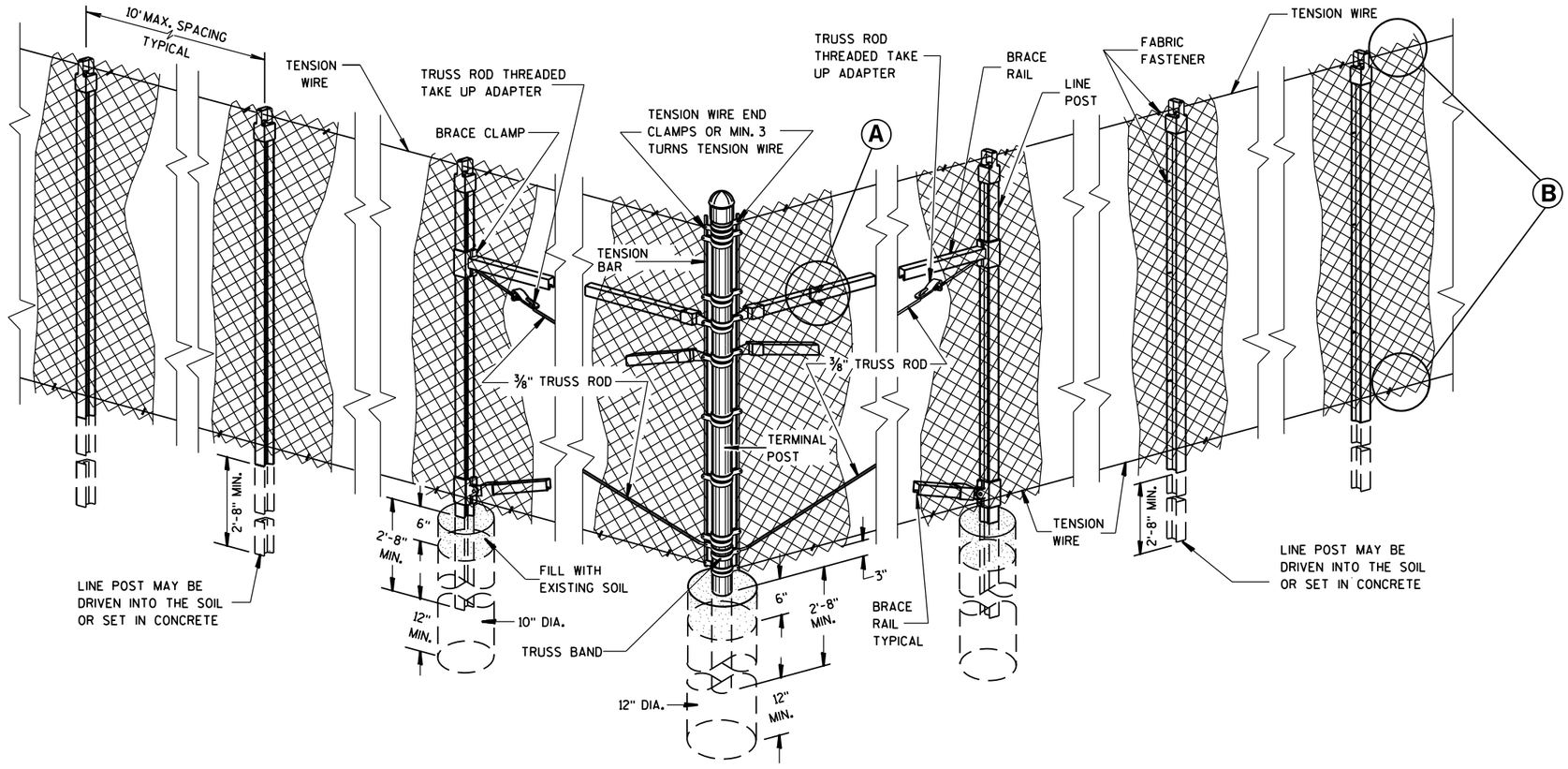
6

S.D.D. 15 B 3-14a

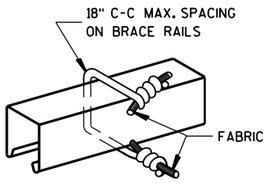


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



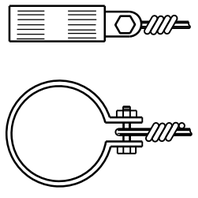
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



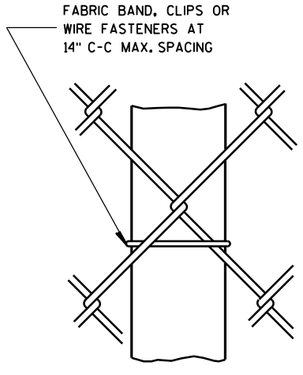
BRACE RAIL

FABRIC FASTENER

Ⓐ



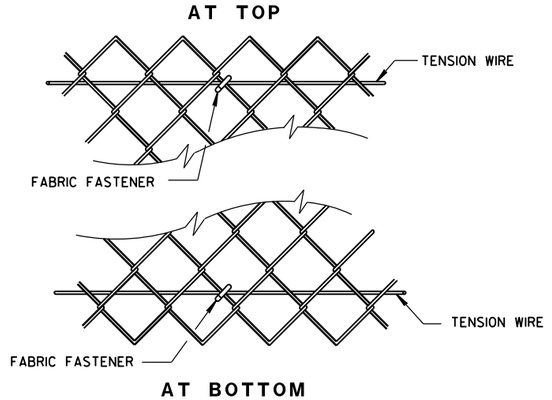
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014
DATE
FHWA

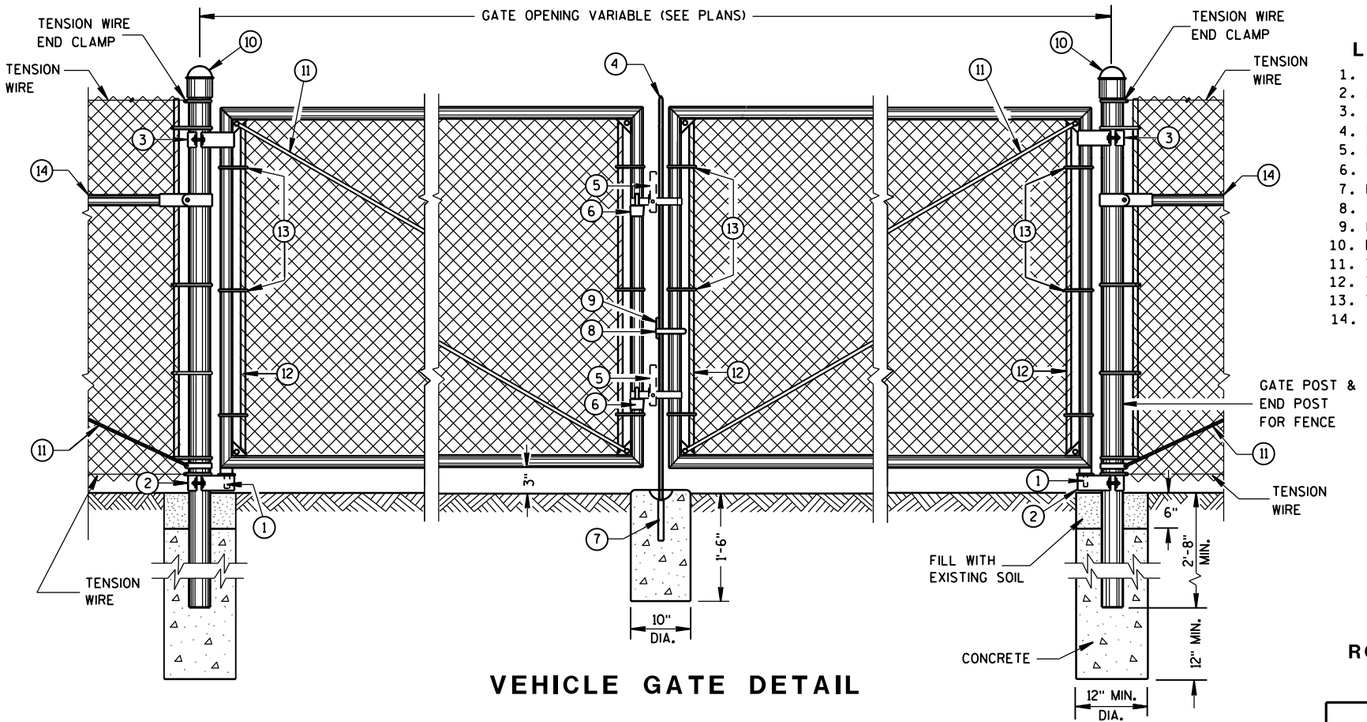
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

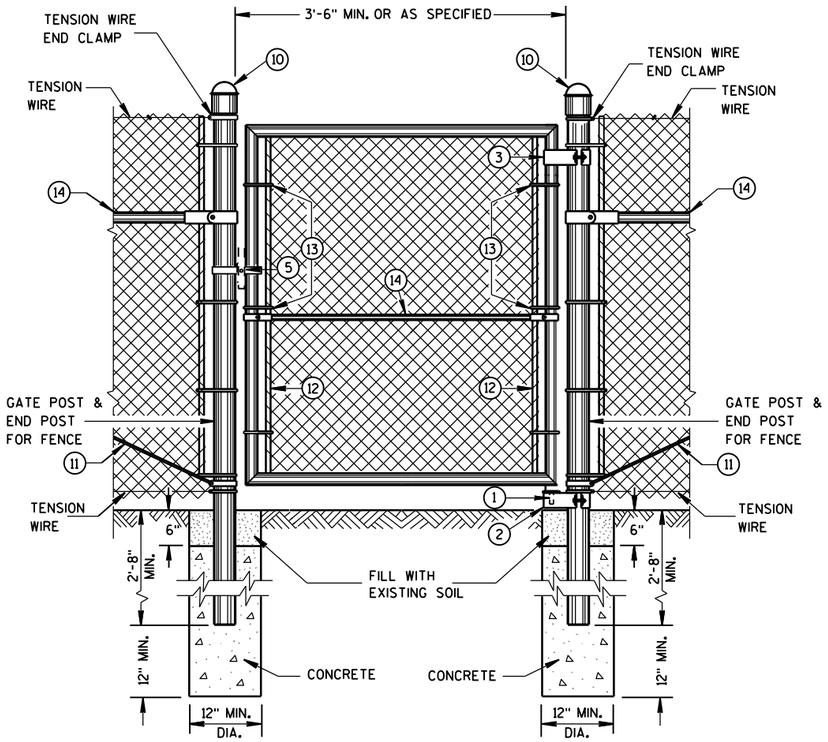
S.D.D. 15 B 3-14b

6

S.D.D. 15 B 3-14b



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

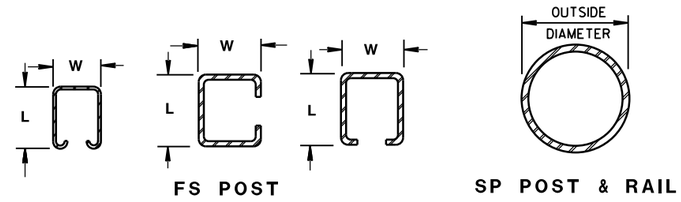
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



FS POST — SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

FENCE CHAIN LINK

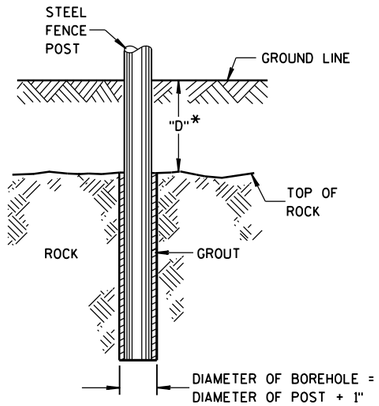
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 B 3-15a

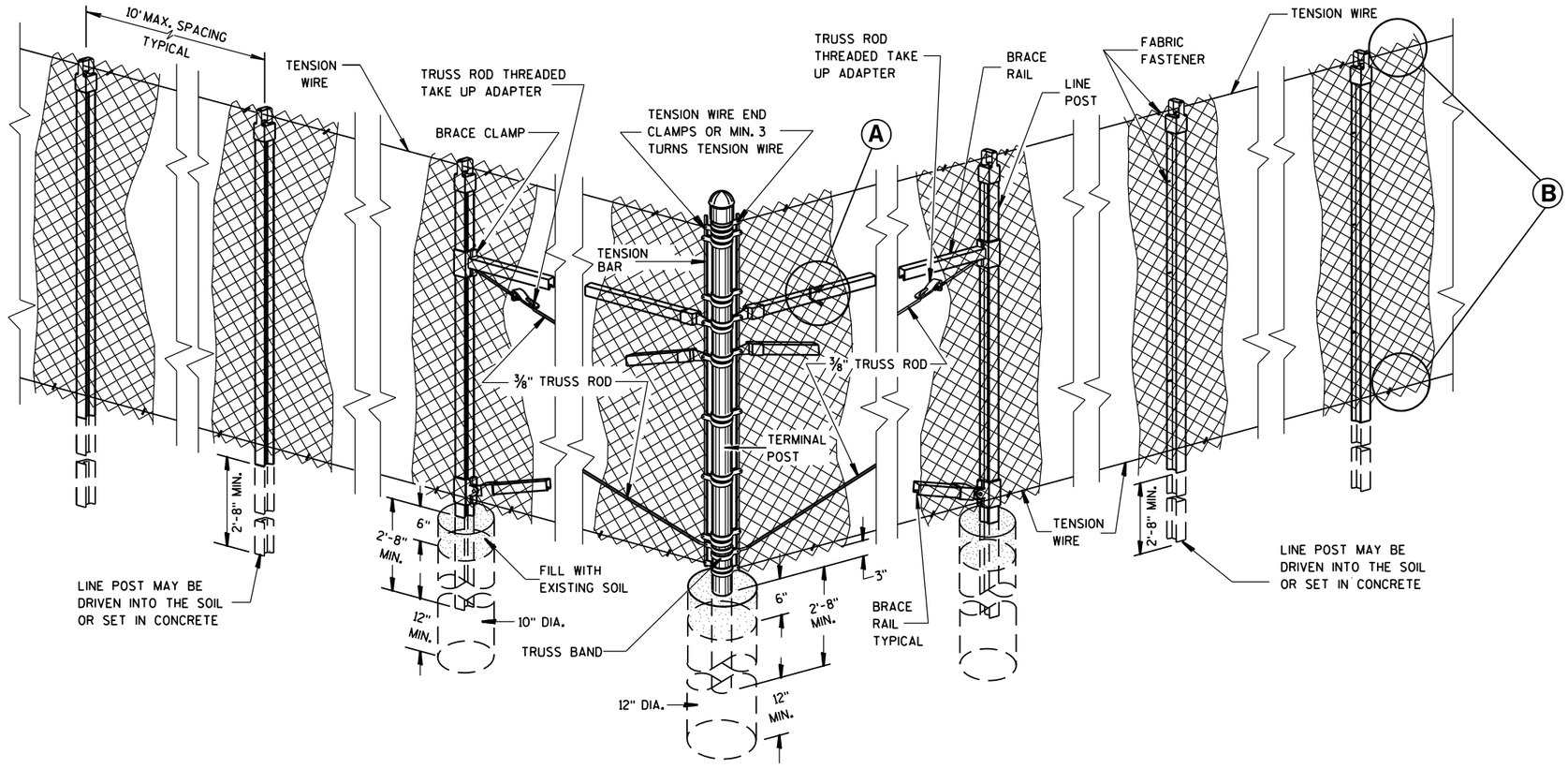
6

S.D.D. 15 B 3-15a

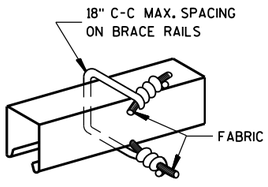


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



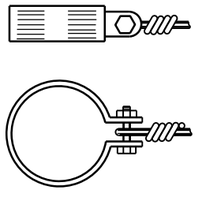
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



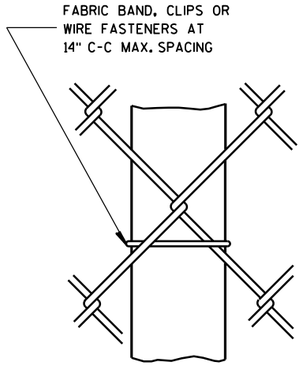
BRACE RAIL

FABRIC FASTENER

Ⓐ



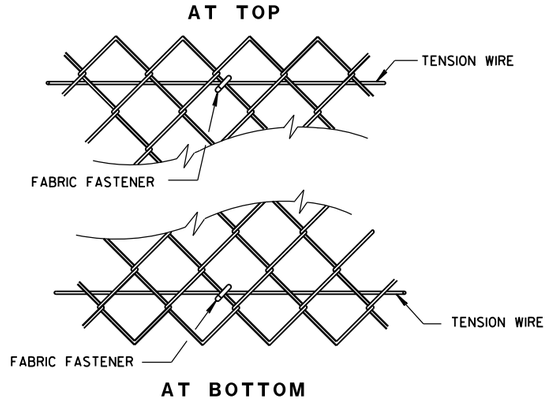
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

FENCE CHAIN LINK

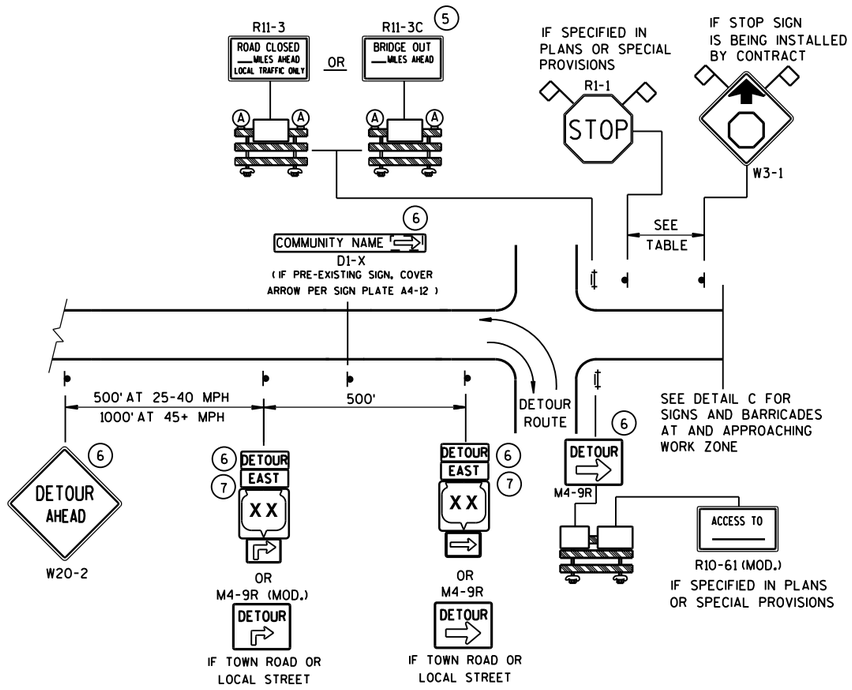
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEB. 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

335

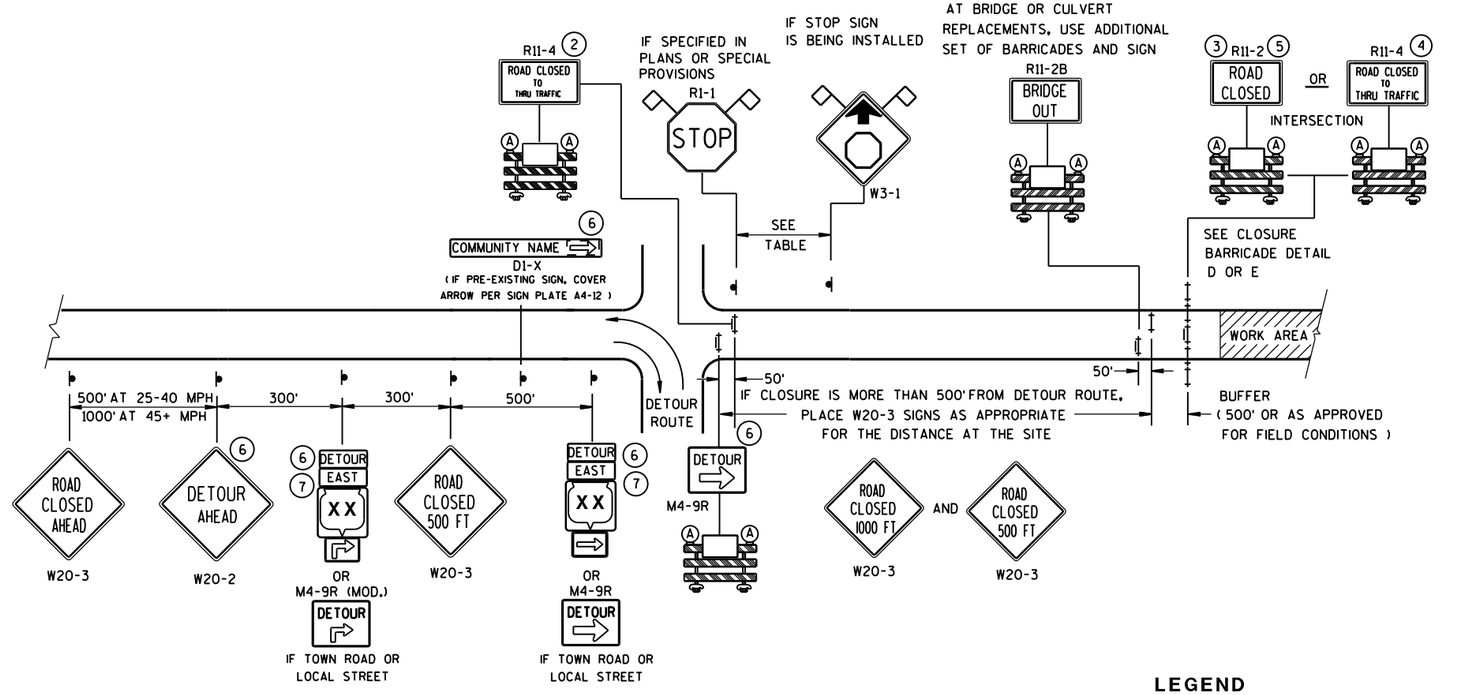
6

S.D.D. 15 B 3-15b



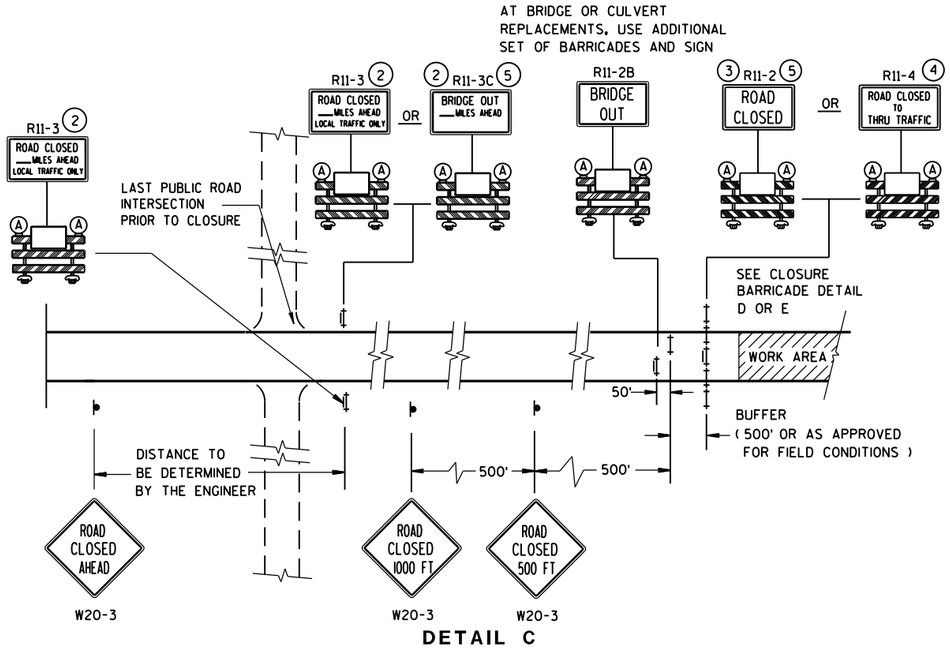
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE

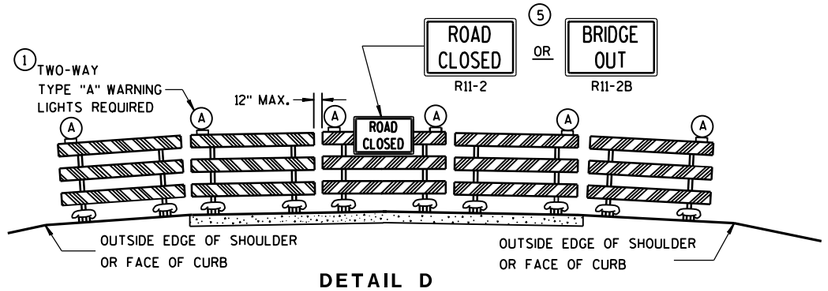
/S/ Travis Feltes
STATE TRAFFIC ENGINEER

336

FHWA

6

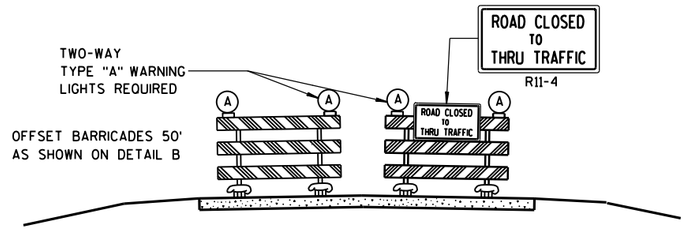
S.D.D. 15 C 2-5a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 2-5b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

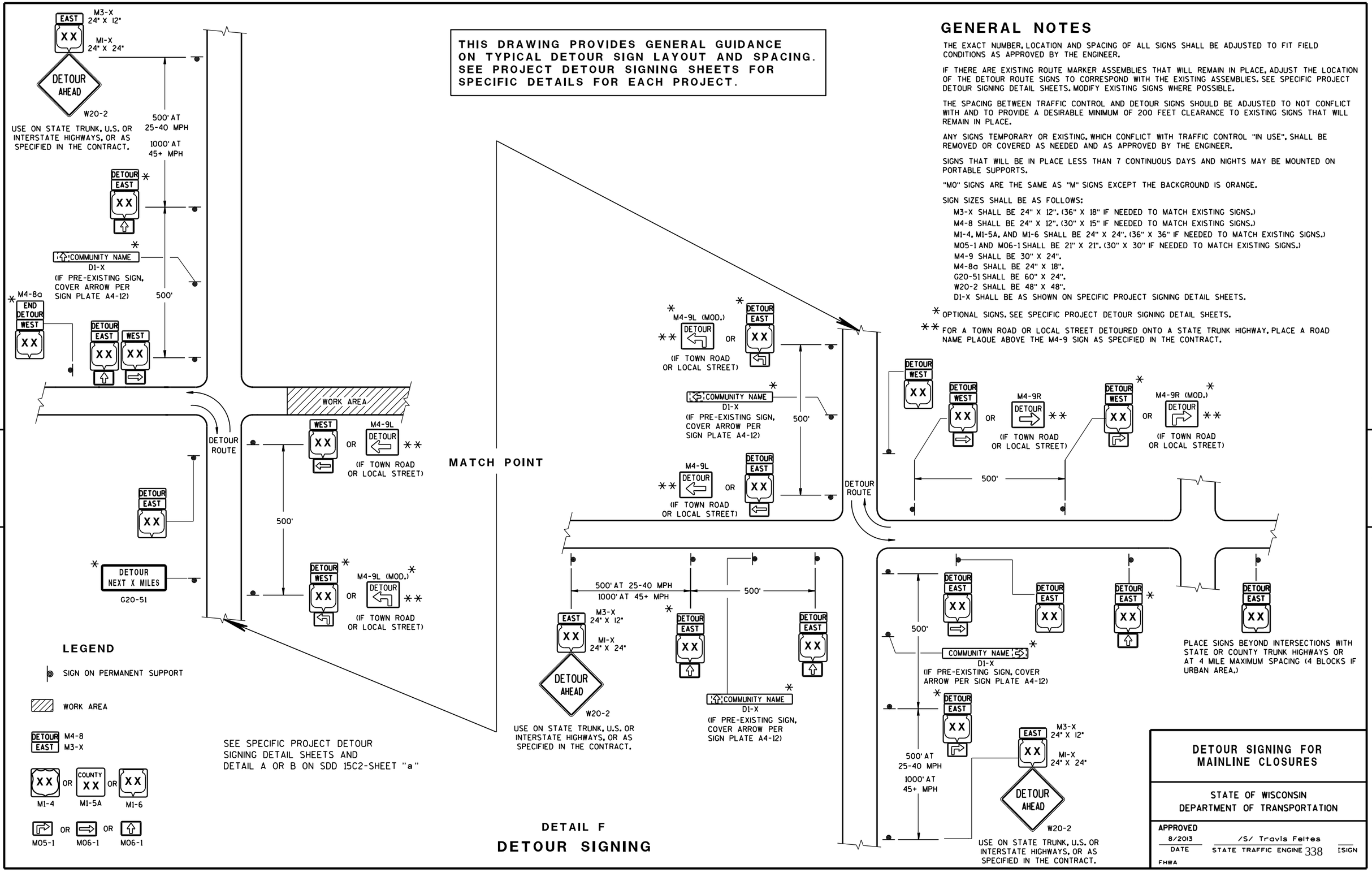
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4 / M1-5A / M1-6
- M05-1 OR M06-1 OR M06-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

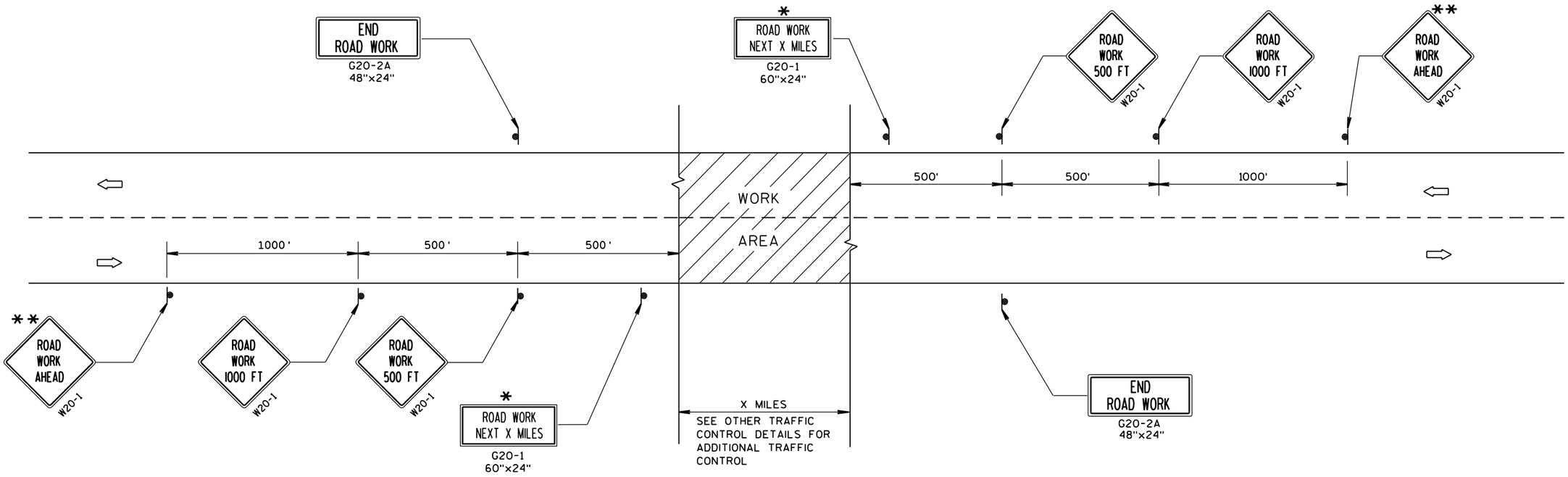
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

S.D.D. 15 C 2-5c



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

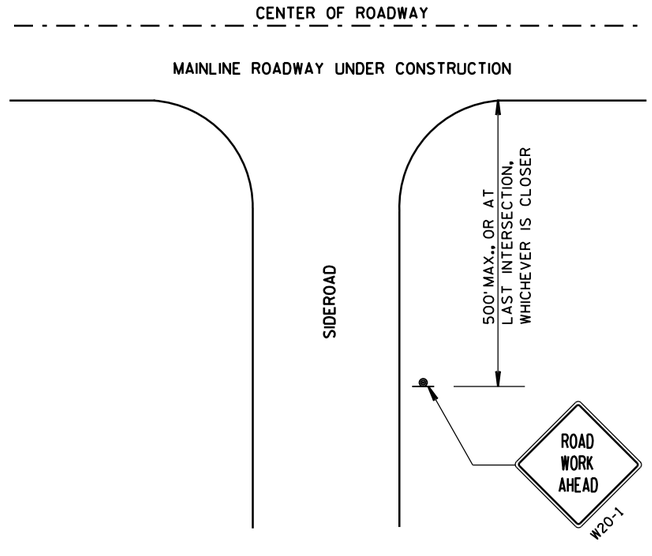
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

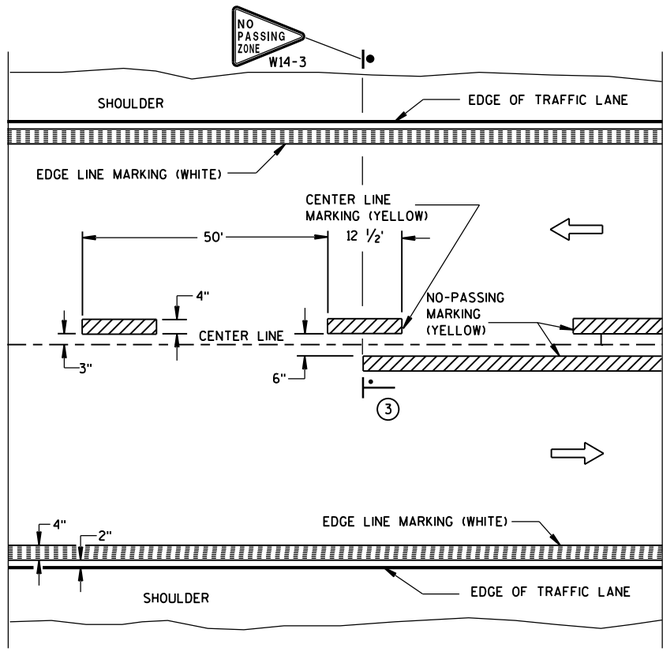
8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

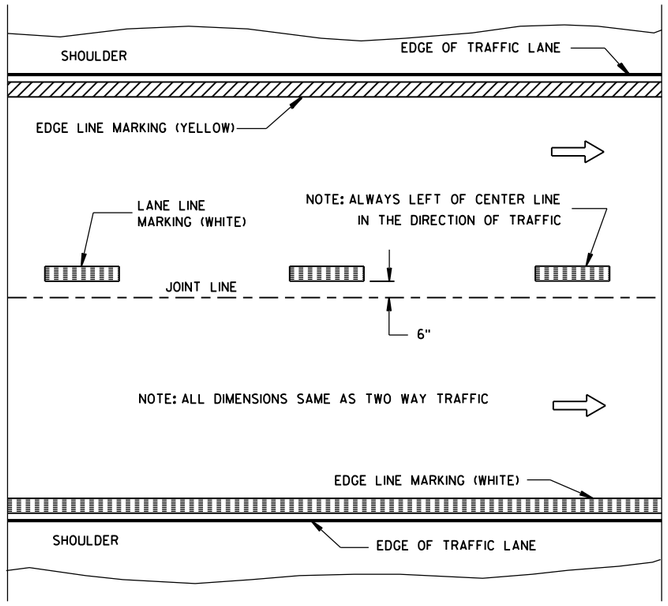
FHWA

6

S.D.D. 15 C 4-2

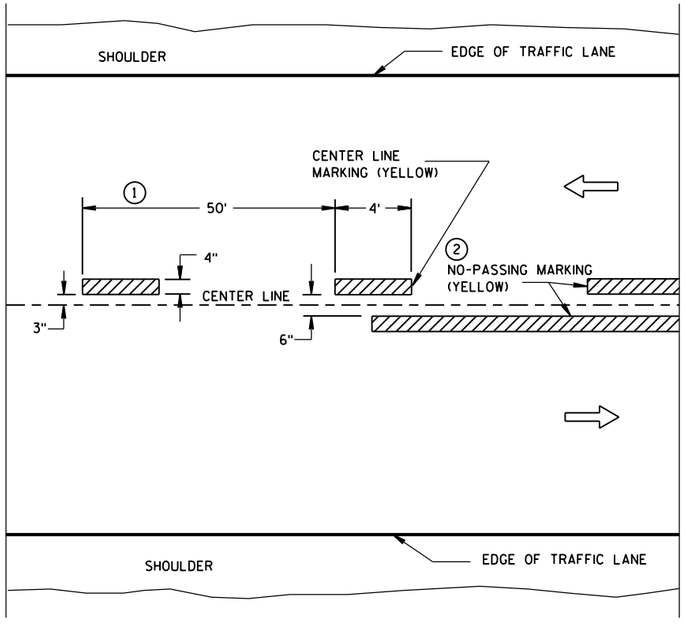


TWO WAY TRAFFIC

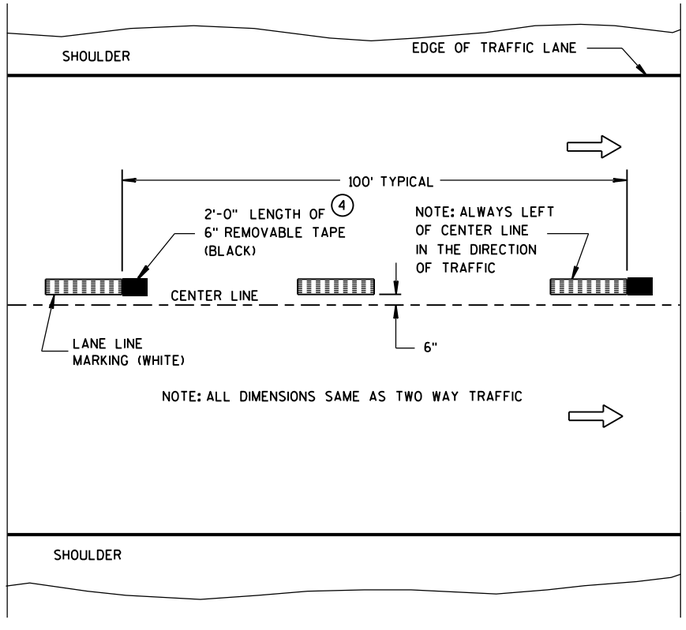


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

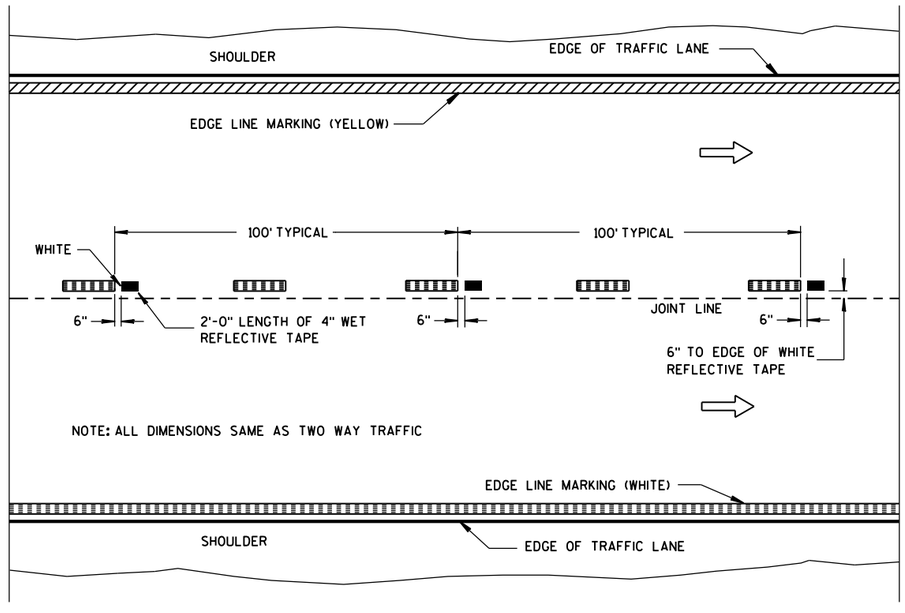
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

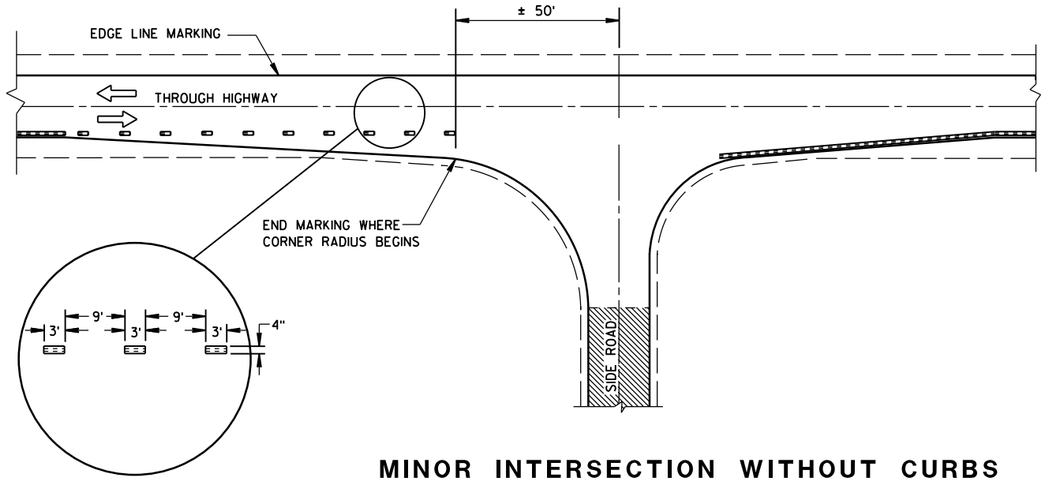
PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

6

S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

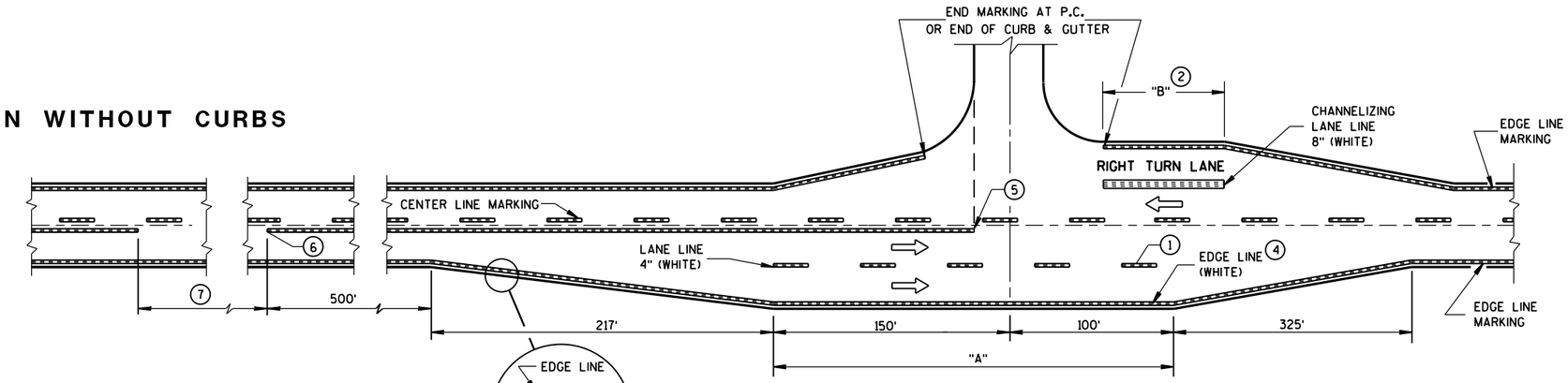
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

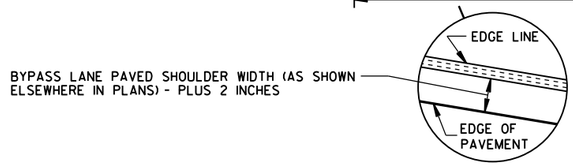
(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

(7)

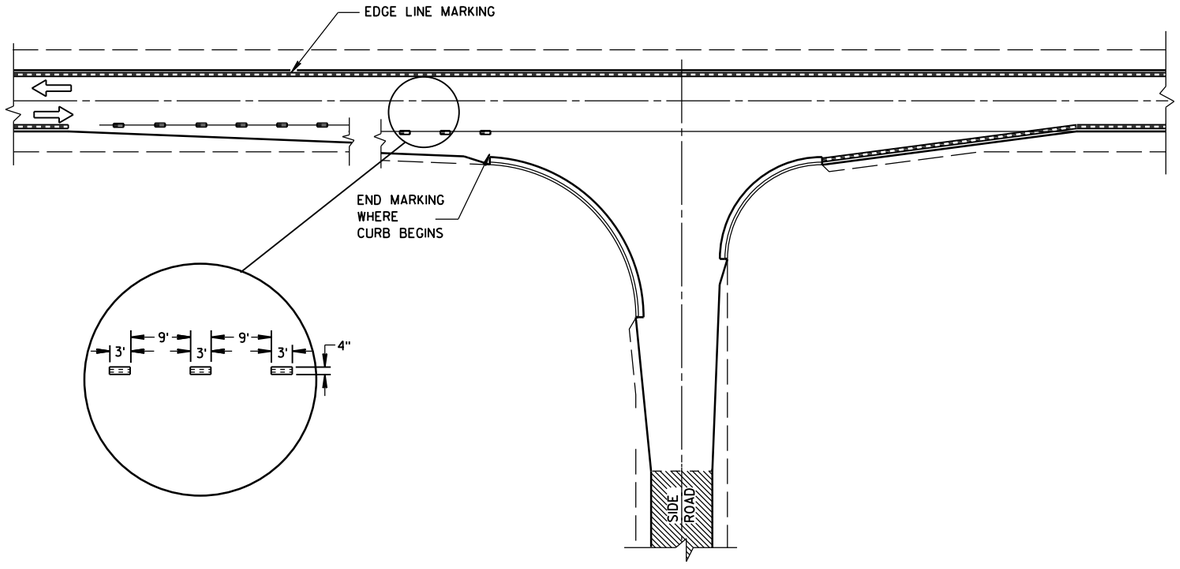
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792





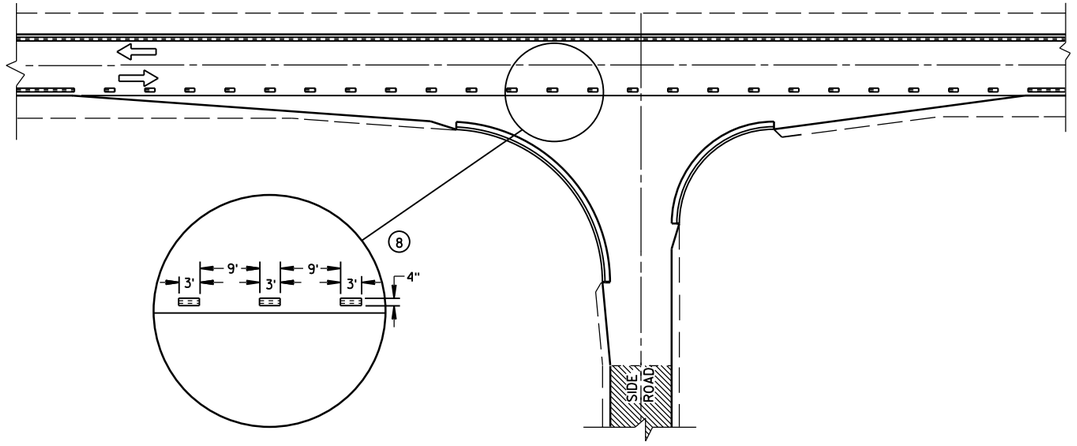
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

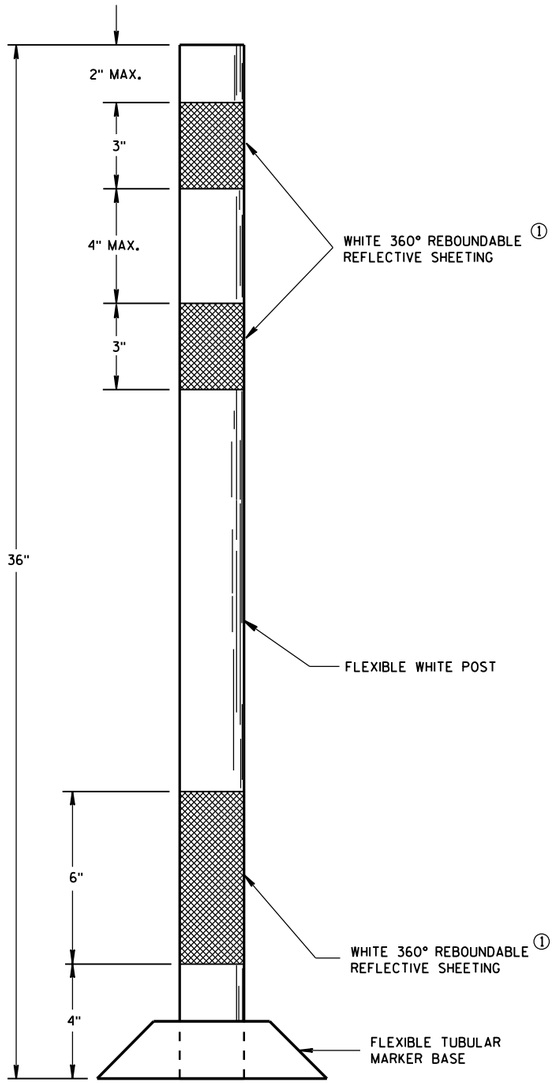
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

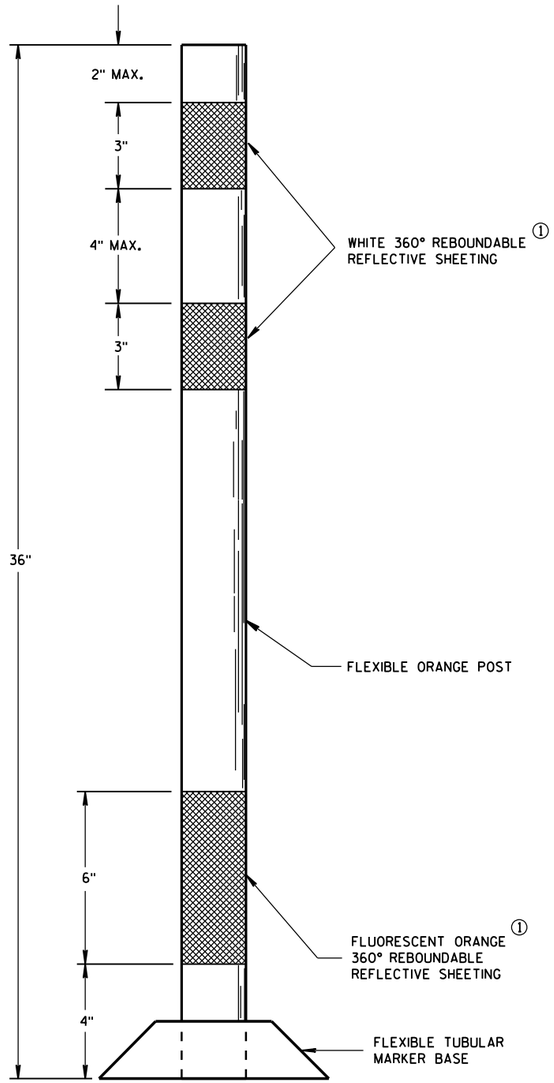
S.D.D. 15 C 8-16b

6

S.D.D. 15 C 8-16b



FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



FLEXIBLE
TUBULAR MARKER POST
WORK ZONE

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

FLEXIBLE TUBULAR MARKER POST
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 10-16-2015 — DATE /S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER FHWA

6

S.D.D. 15 C 11-6

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

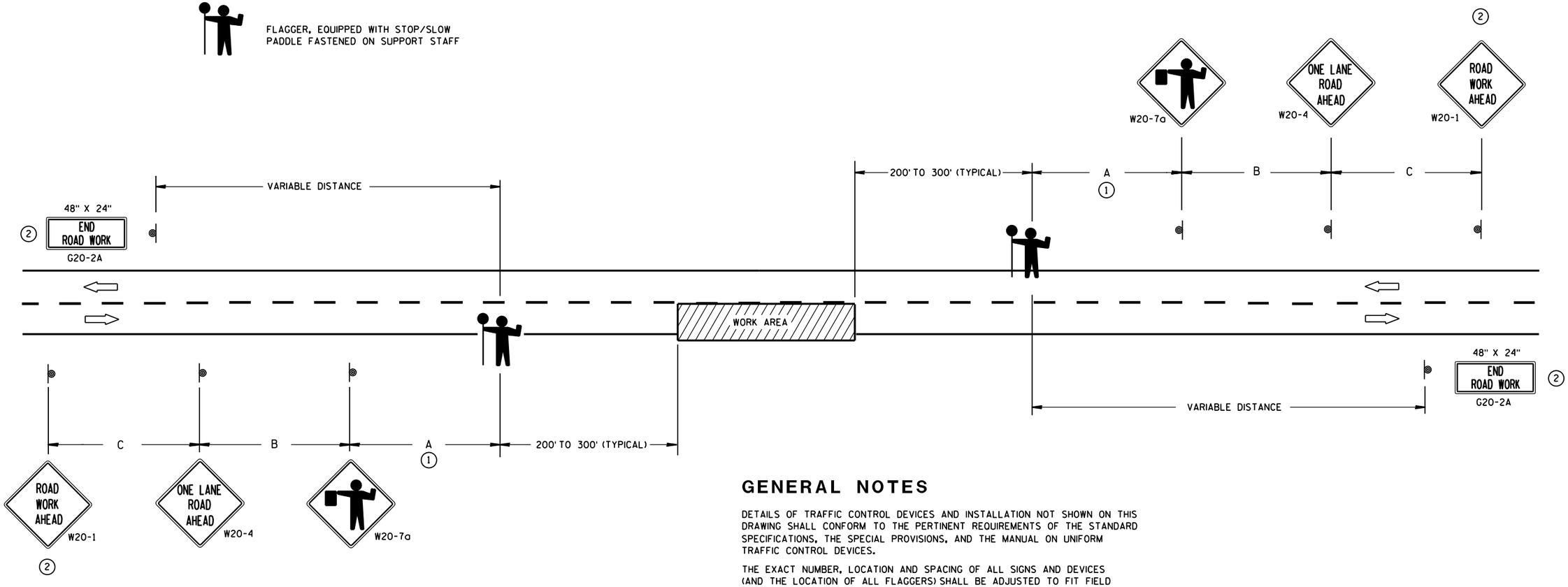
SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 12-4

6

S.D.D. 15 C 12-4

GENERAL NOTES

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

(1) WRONG WAY PREVENTION SIGNS ARE DISCUSSED IN T G M 2-15-12

(2) REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT

SYMBOLS

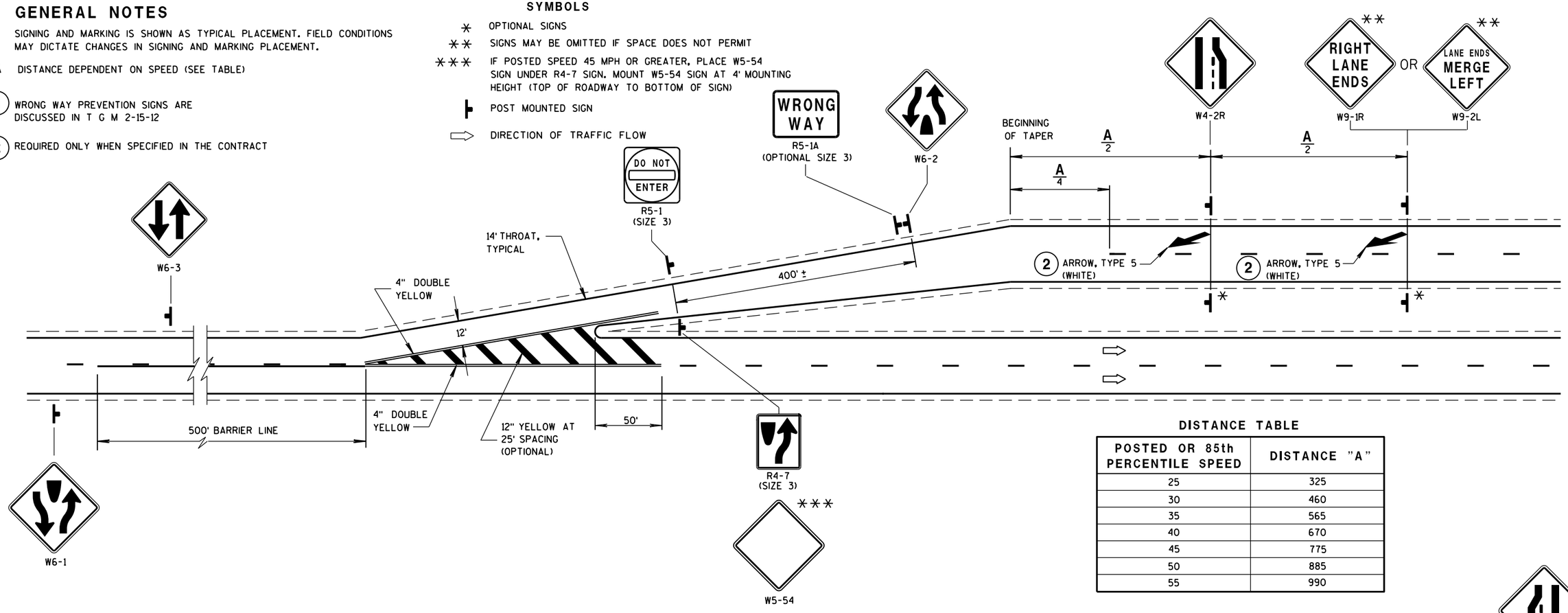
* OPTIONAL SIGNS

** SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT

*** IF POSTED SPEED 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN)

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW



DISTANCE TABLE

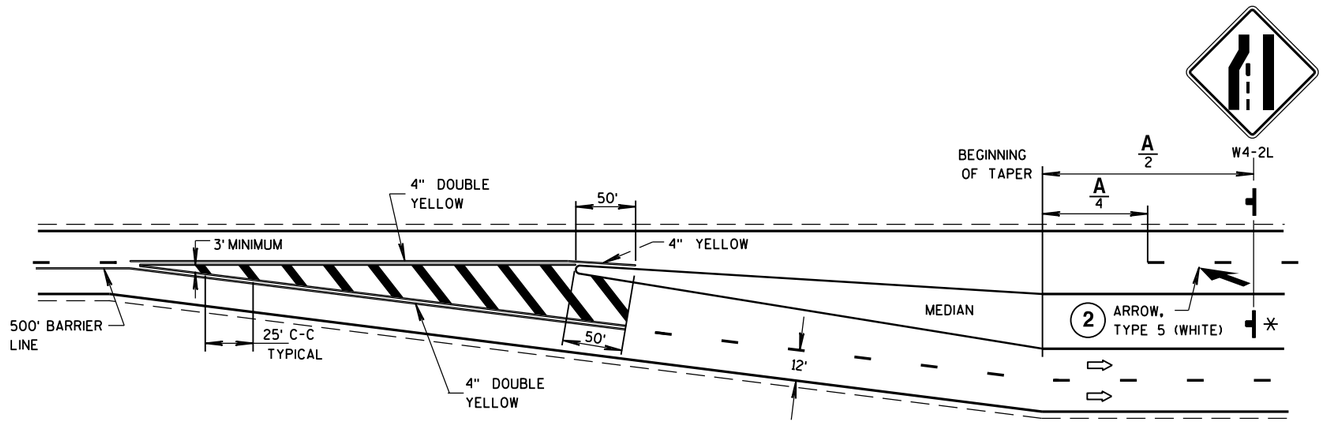
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	325
30	460
35	565
40	670
45	775
50	885
55	990

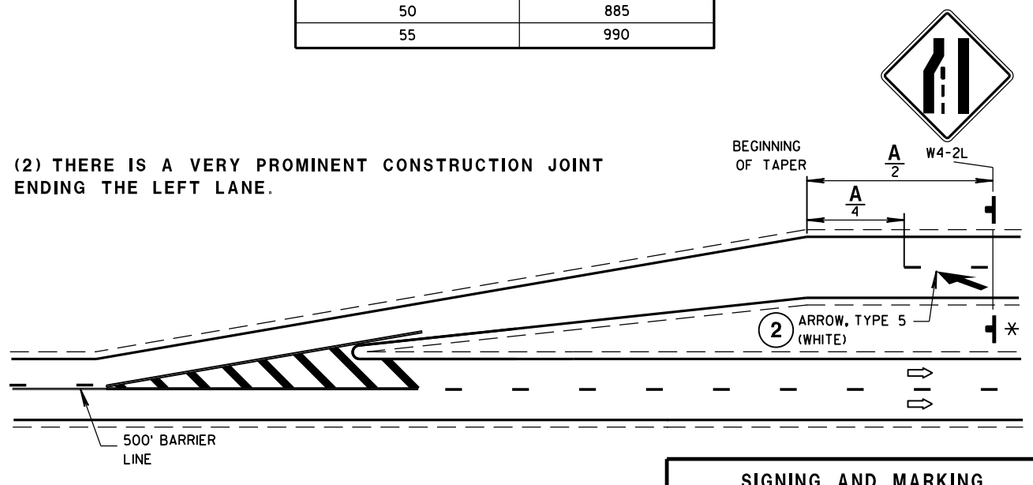
USE W4-2L IF :

(1) THE LEFT LANE IS PUSHED TO THE RIGHT:

OR

(2) THERE IS A VERY PROMINENT CONSTRUCTION JOINT ENDING THE LEFT LANE.





SIGNING AND MARKING
TWO LANE TO FOUR LANE
DIVIDED TRANSITIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

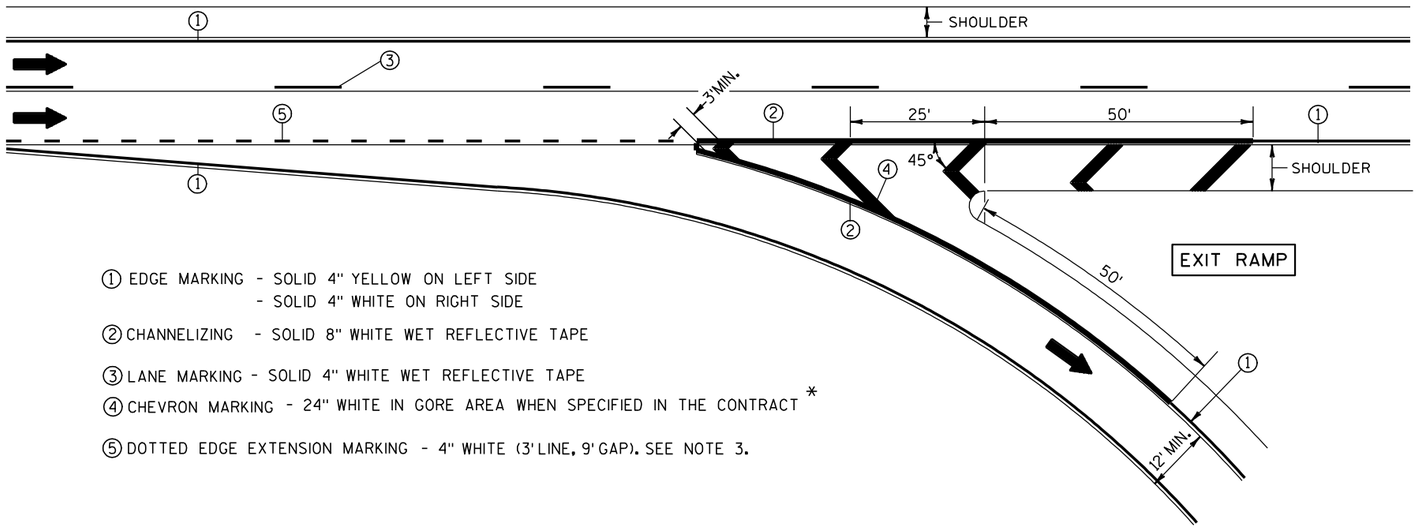
5/3/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC EN

FHWA

6

S.D.D. 15 C 21-5



① EDGE MARKING - SOLID 4" YELLOW ON LEFT SIDE
- SOLID 4" WHITE ON RIGHT SIDE

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE

③ LANE MARKING - SOLID 4" WHITE WET REFLECTIVE TAPE

④ CHEVRON MARKING - 24" WHITE IN GORE AREA WHEN SPECIFIED IN THE CONTRACT *

⑤ DOTTED EDGE EXTENSION MARKING - 4" WHITE (3' LINE, 9' GAP). SEE NOTE 3.

NOTES:

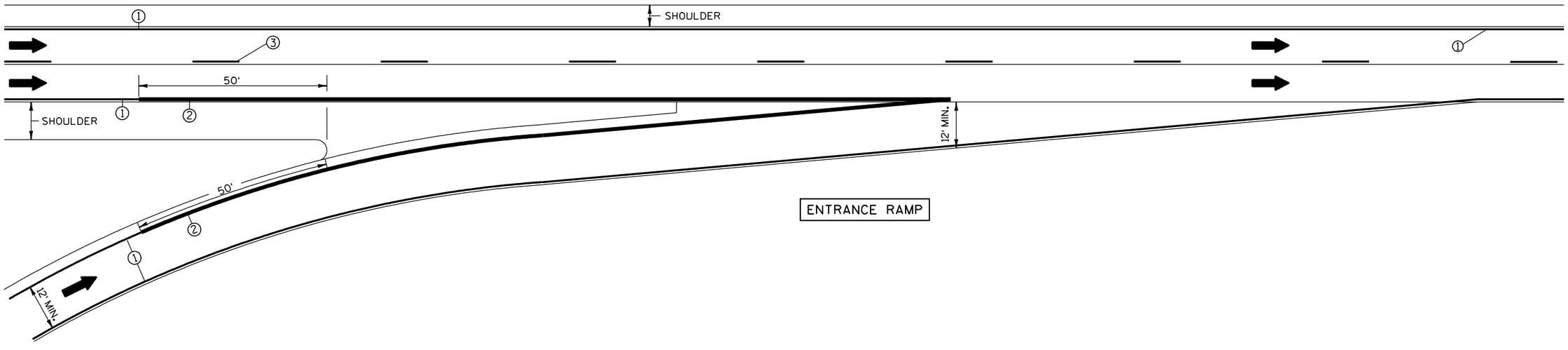
1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.

3. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

4. RETRACE EXISTING DIAGONAL MARKINGS.

* REFER TO DESIGN NOTES.



6

S.D.D. 15 C 31-1a

PAVEMENT MARKING
(RAMPS AND GORES)

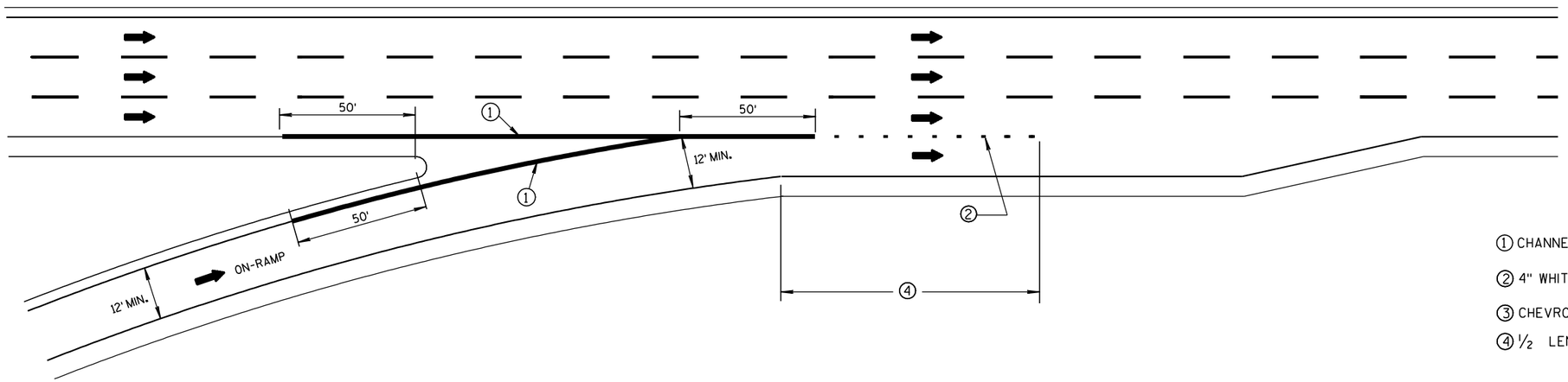
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 31-1a

NOTES:

1. AHEAD ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.
2. PLACE WHITE EDGE OF TAPE 6" LEFT FROM JOINT.
3. RETRACE EXISTING DIAGONAL MARKINGS.



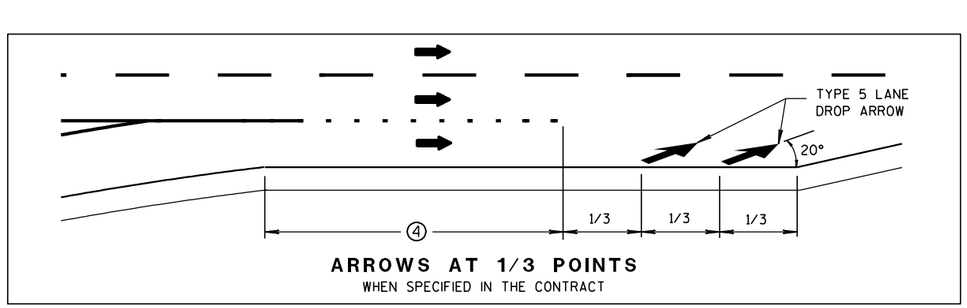
① CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE IN GORE AREA.

② 4" WHITE (3' LINE, 9' GAP).

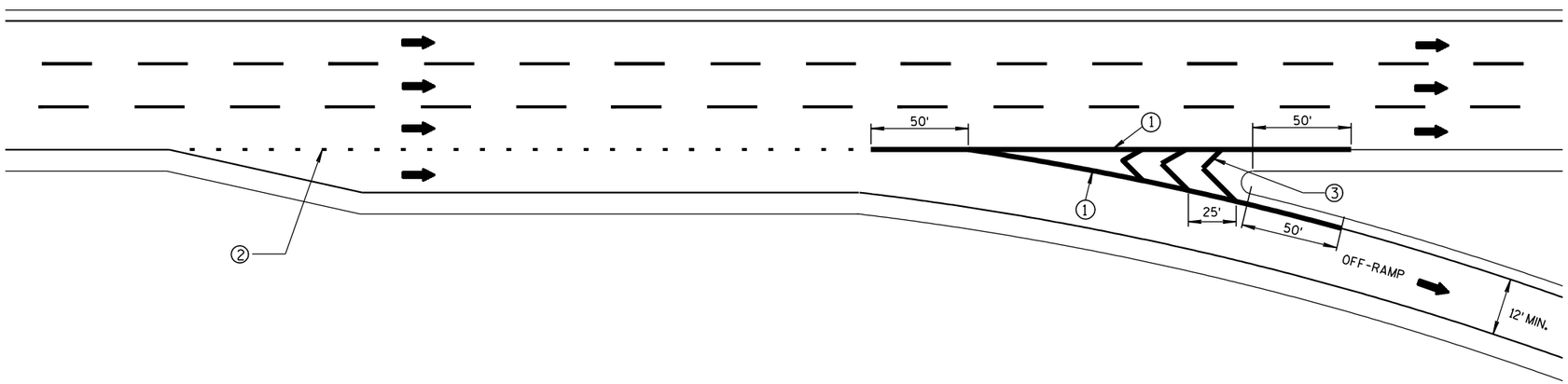
③ CHEVRON MARKING - 24" WHITE WHEN SPECIFIED IN THE CONTRACT.

④ ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP



ARROWS AT 1/3 POINTS
WHEN SPECIFIED IN THE CONTRACT



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

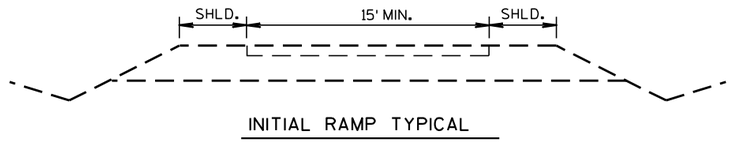
APPROVED
6/23/2011 DATE
/S/ Thomas N. Nothem
STATE TRAFFIC ENGINE 346 SIGN
FHWA

6

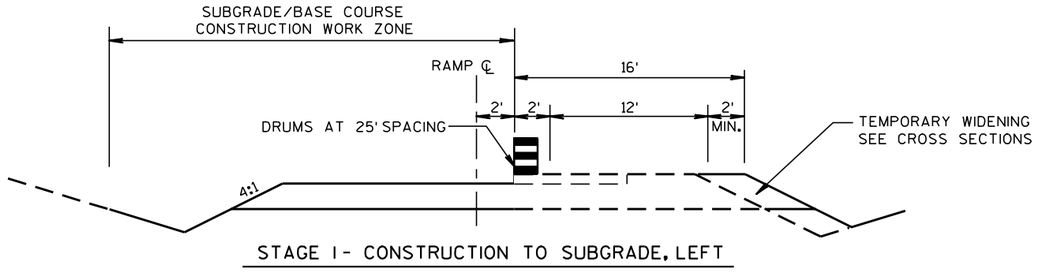
S.D.D. 15 C 31-1d

6

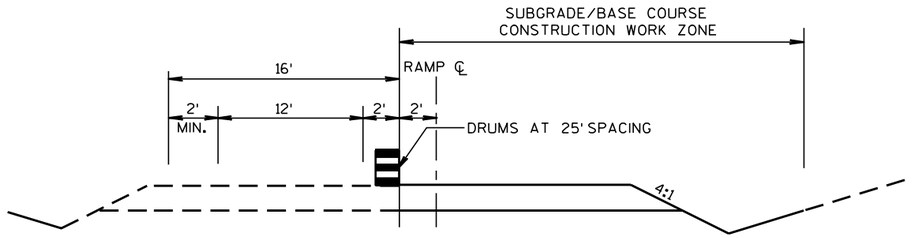
S.D.D. 15 C 31-1d



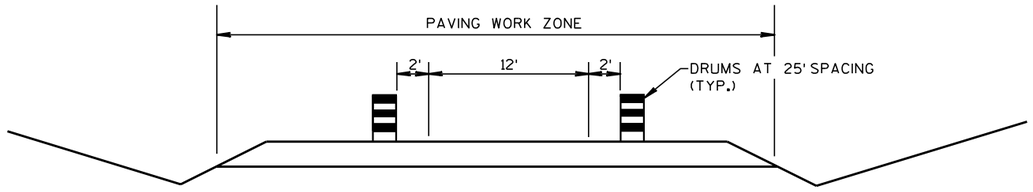
INITIAL RAMP TYPICAL



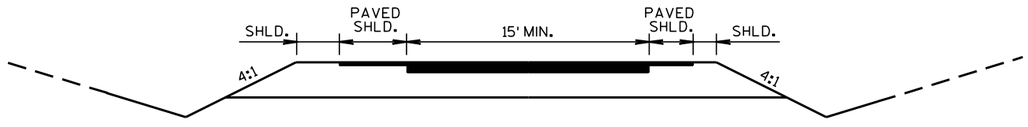
STAGE I - CONSTRUCTION TO SUBGRADE, LEFT



STAGE II - CONSTRUCTION TO SUBGRADE, RIGHT



STAGE III - TRAFFIC ON BASE COURSE



STAGE IV - PAVING

GENERAL NOTES :

WORK SHALL BE SCHEDULED FOR ALL STAGES TO MINIMIZE INCONVENIENCE TO THE TRAFFIC USING THE RAMP WHILE IT IS ONLY BASE COURSE.

IN STAGE III, A MINIMUM 12' LANE WIDTH SHALL BE DELINEATED WITH DRUMS ALONG BOTH EDGES AT ALL TIMES UNTIL PAVED AND PAVEMENT MARKINGS ARE PLACED.

TRAFFIC CONTROL, RAMP CONSTRUCTION STAGING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

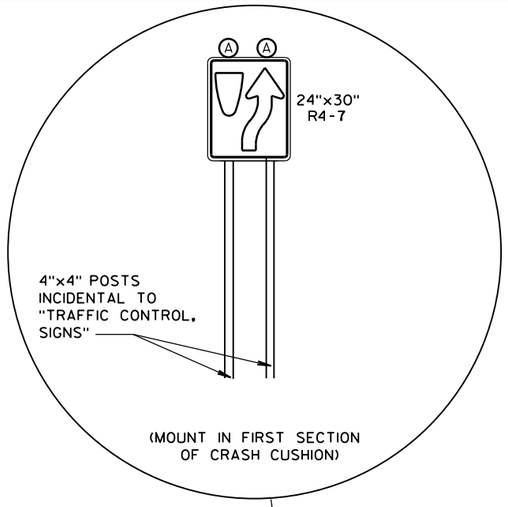
7-14-94
DATE

/S/ Chester J. [illegible]
DIRECTOR, OFFICE OF [illegible]

FHWA

6

S.D.D. 15 D 4-1



** NOTE: SEE SDD 15 D 12 FOR LANE CLOSURE DETAILS.

GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

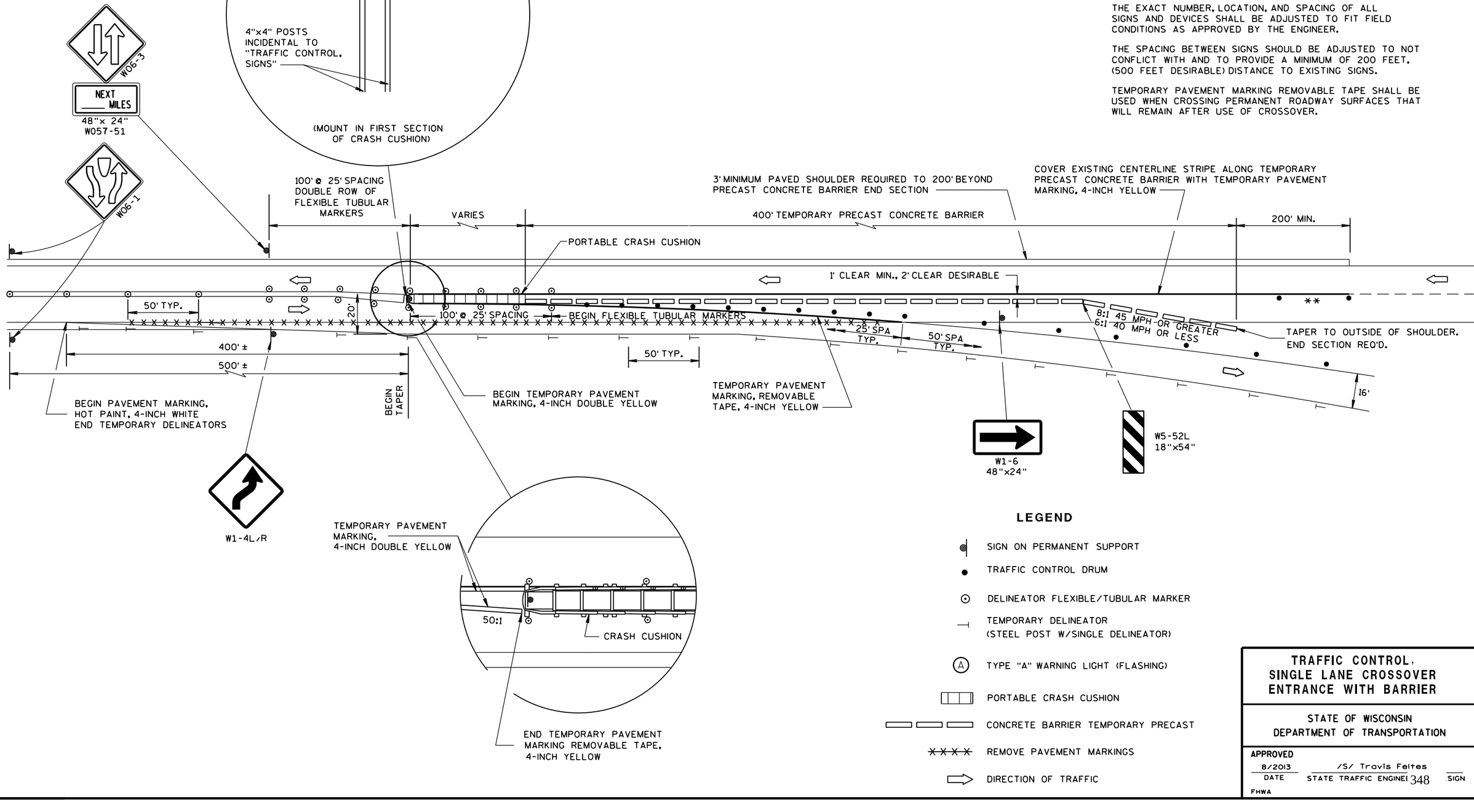
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.



LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR)
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- PORTABLE CRASH CUSHION
- CONCRETE BARRIER TEMPORARY PRECAST
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, SINGLE LANE CROSSOVER ENTRANCE WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER — SIGN

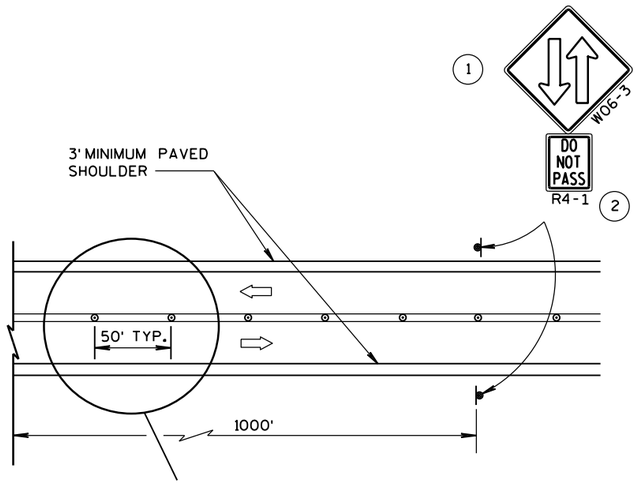
FHWA

6

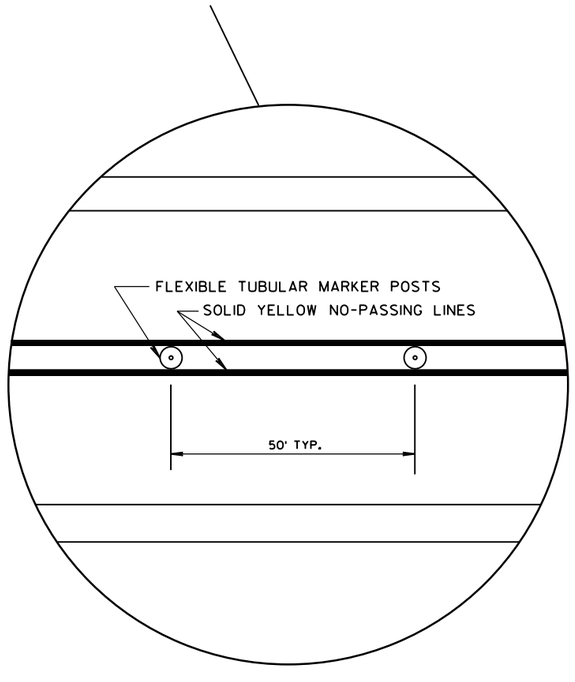
S.D.D. 15 D 5-3

6

S.D.D. 15 D 5-3



TWO LANE, TWO WAY OPERATION



LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERS NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50-FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW.

(1) 

W057-51
48"x24"



R4-1 (2)

THE W06-3 WITH THE W057-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND/OR 500 FEET BEYOND ANY SIDEROAD. THE W06-3 WITH THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE W06-3 AND THE W057-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN W06-3 SIGNS.

(2) CONVENTIONAL: 24"x30"
FREEWAY AND EXPRESSWAY: 36"x48"

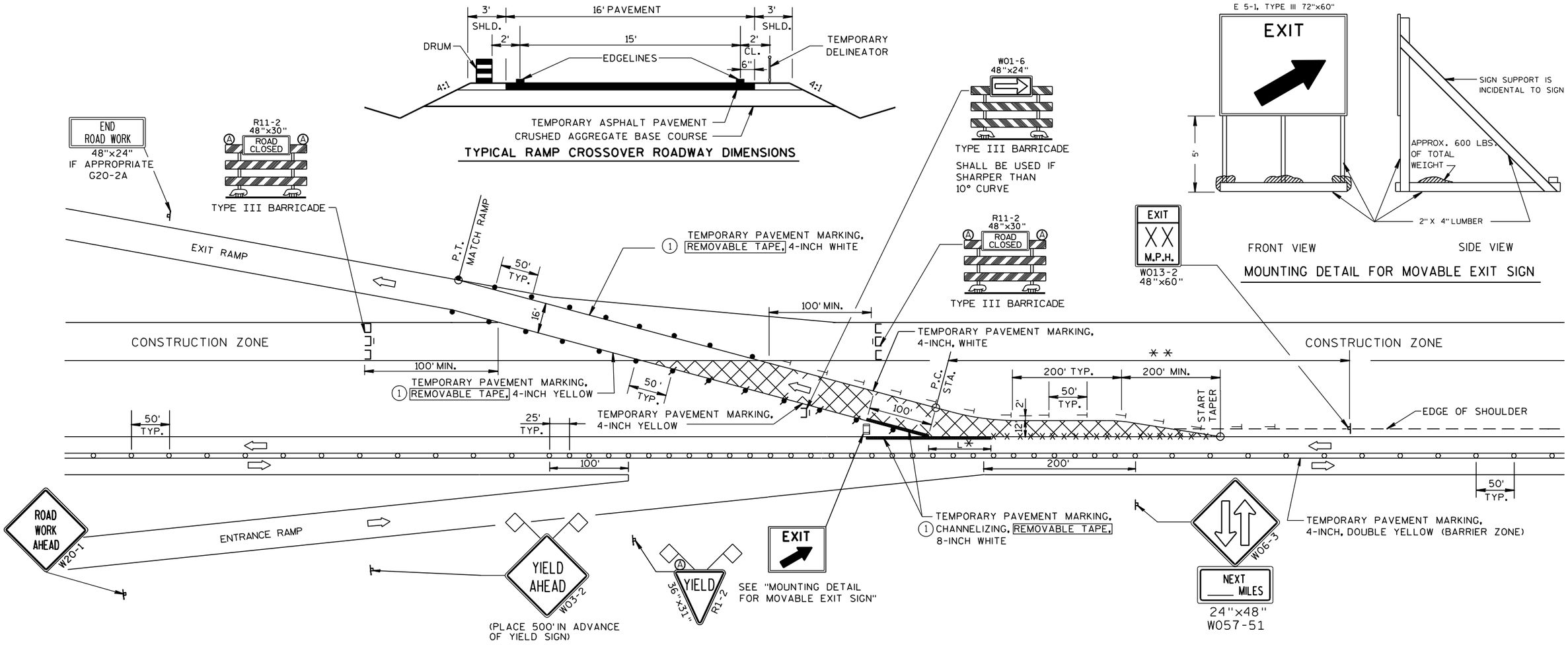
TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 DATE
/S/ Travis Feltes STATE TRAFFIC ENGINEER
SIGN
FHWA

6

S.D.D. 15 D 6-3



LEGEND

- 8' TYPE III BARRICADE WITHOUT/WITH ATTACHED SIGN
- POST WITH ATTACHED SIGN
- DRUM WITH WARNING LIGHT (TYPE C)
- DRUM
- TEMPORARY DELINEATOR - WHITE (STEEL POST W/SINGLE DELINEATOR)
- (A) WARNING LIGHT, TYPE A
- TEMPORARY CROSSOVER ASPHALTIC PAVEMENT
- REMOVING PAVEMENT MARKINGS
- FLEXIBLE TUBULAR MARKER POST AND BASE
- FLAGS, 12" X 12", RED
- DIRECTION OF TRAFFIC

GENERAL NOTES :

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

(1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER. OTHERWISE TEMPORARY PAVEMENT MARKING MAY BE USED.

TRAFFIC CONTROL FOR RAMP CROSSOVERS ARE TYPICAL FOR ALL CONSTRUCTION PHASES.

* LENGTH L SHALL BE REQUIRED WHEN TANGENT LENGTH OF EXIT RAMP PARALLEL TO MAINLINE EXCEEDS 300'. LENGTH SHALL BE EQUAL TO THE EXIT RAMP TANGENT LENGTH MINUS 300' OR AS APPROVED BY THE ENGINEER AND SHALL CHANGE TO ACCOMODATE PAVING GAPS.

** ADJUST EXIT RAMP SPEED AS NEEDED IN THE FIELD. DISTANCE TO SIGN LOCATION SHALL ALSO BE PLACED ACCORDING TO TABLE.

WORK ALONG EDGES OF RAMP SHALL MAINTAIN A 10 FOOT AREA CLEAR OF PHYSICAL OBSTRUCTIONS SUCH AS DROP OFFS FROM PAVEMENT REMOVAL OR BROKEN CONCRETE CHUNKS DURING PAVEMENT REMOVAL. THESE AREAS SHALL BE LEVELED WITH TEMPORARY FILL TO PROTECT THE TRAVELING PUBLIC WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE CROSSOVER.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

** TABLE FOR ADVANCE WARNING SIGN PLACEMENT DISTANCE

POSTED SPEED MPH	DESIRED SPEED AT CONDITION (MPH)				
	10	20	30	40	50
45	350	300	250		
50	425	400	325	225	
55	500	475	400	300	
60	575	550	500	400	300
65	650	625	575	500	375

TRAFFIC CONTROL, TEMPORARY EXIT RAMP CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12-4-95 DATE
/S/ Chester J. [illegible] DIRECTOR, OFFICE o 350 C
FHWA

6

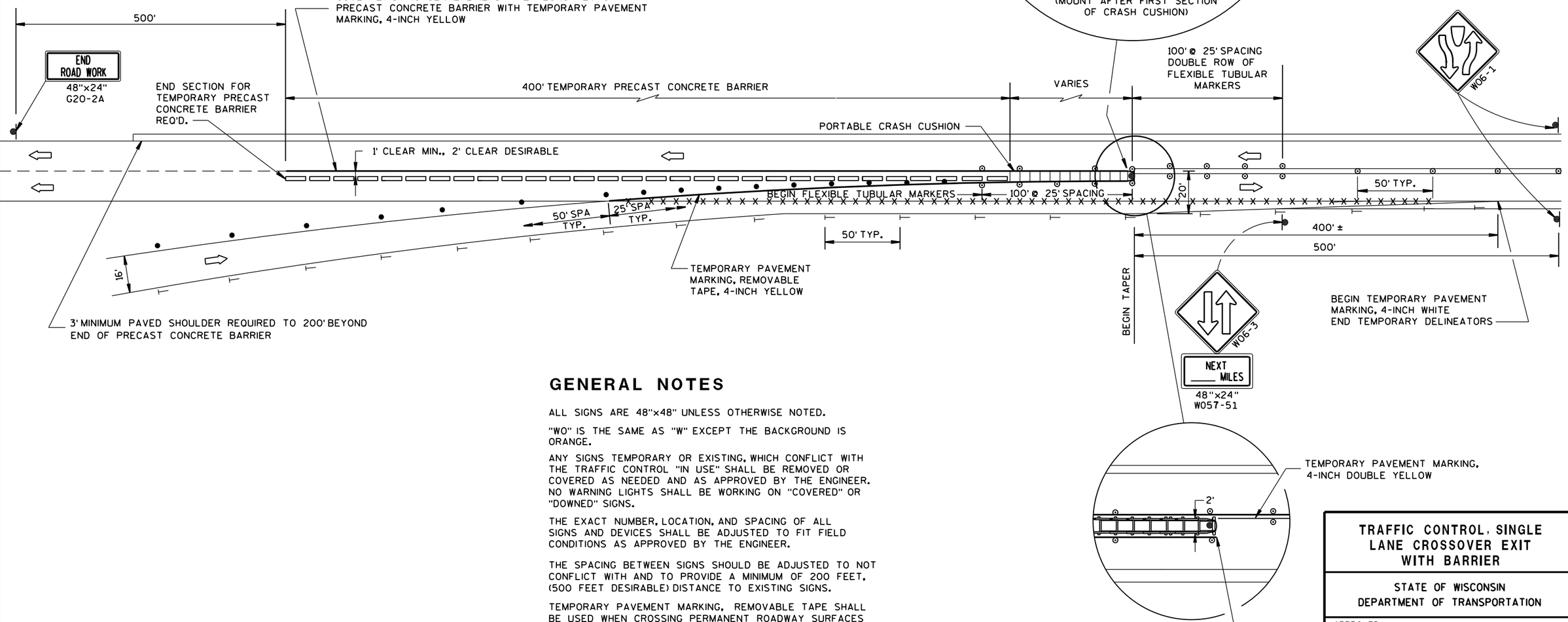
S.D.D. 15 D 7-3

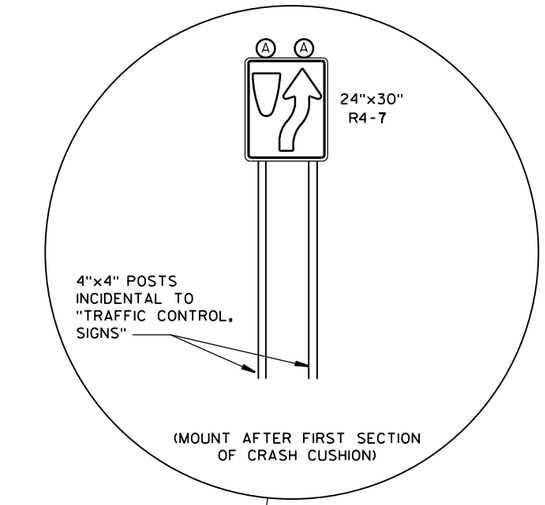
6

S.D.D. 15 D 7-3

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- PORTABLE CRASH CUSHION
- CONCRETE BARRIER TEMPORARY PRECAST
- ~~XXXX~~ REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC





GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.

TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

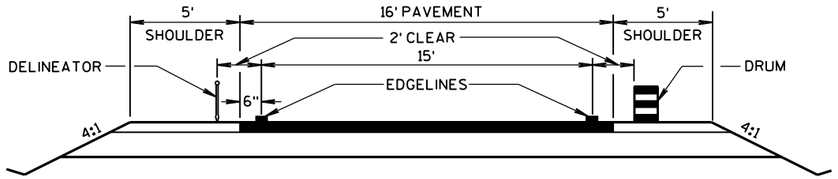
APPROVED

8/2013 DATE

/S/ Travis Feltes STATE TRAFFIC ENGINEER

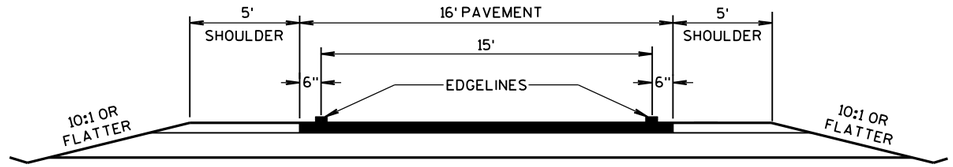
351 SIGN

FHWA



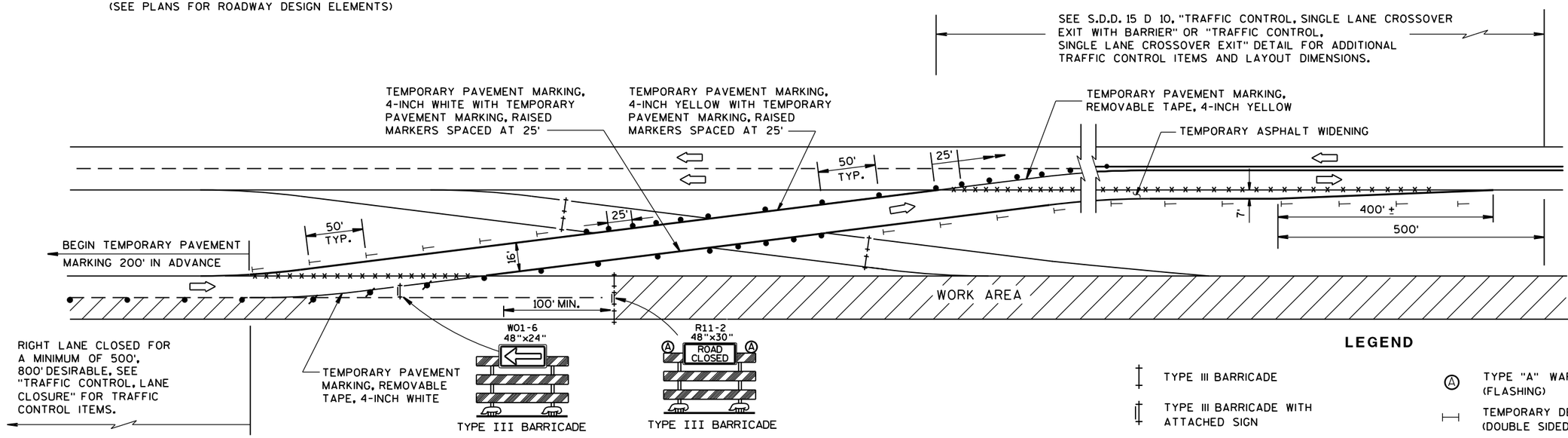
TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- REMOVING PAVEMENT MARKINGS
- DELINEATOR FLEXIBLE/ TUBULAR MARKER
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

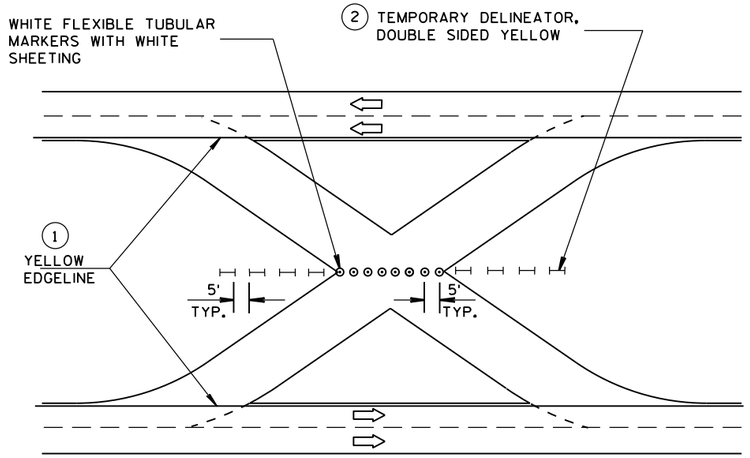
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

(1) FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.

(2) FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.



TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-2015 DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGIN IC
FHWA

6

S.D.D. 15 D 11-6

6

S.D.D. 15 D 11-6

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

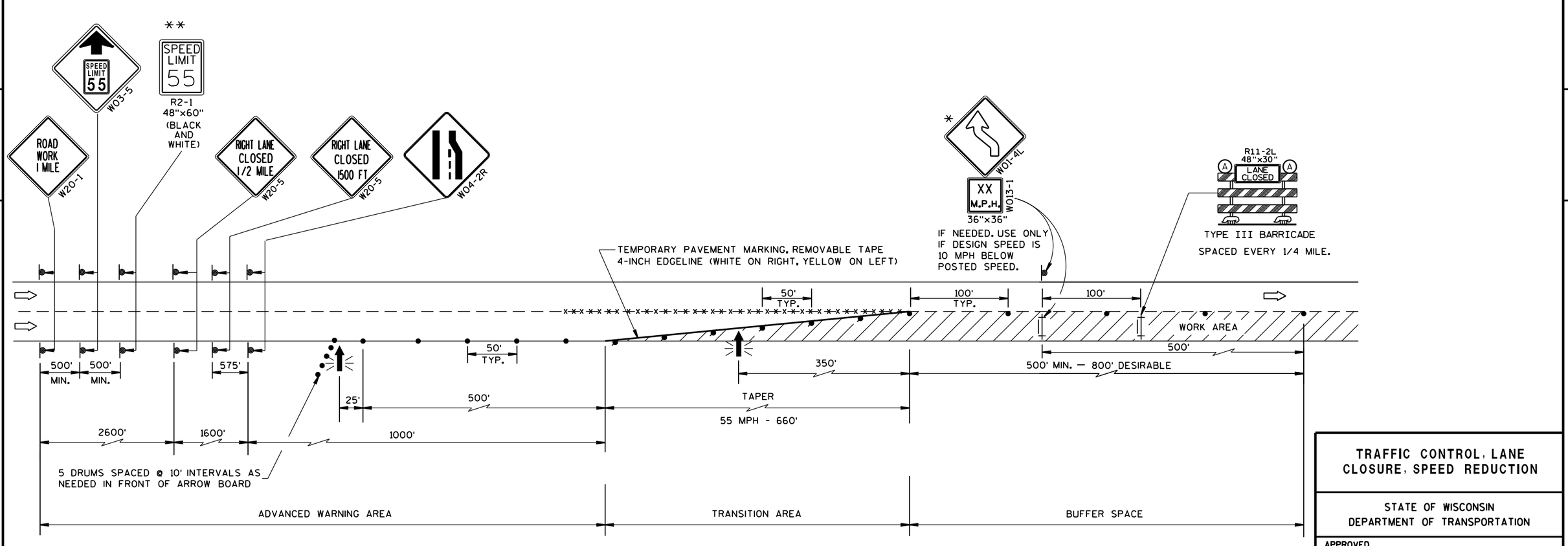
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A 65 MPH RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3-2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 D 12-4

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

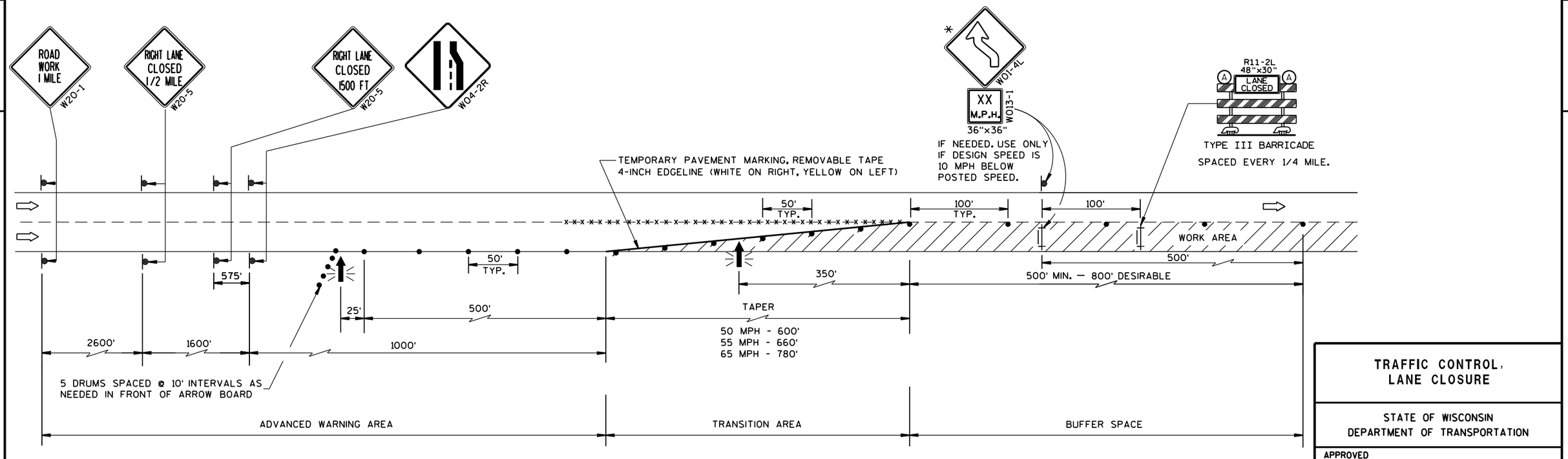
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 D 12-5a

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

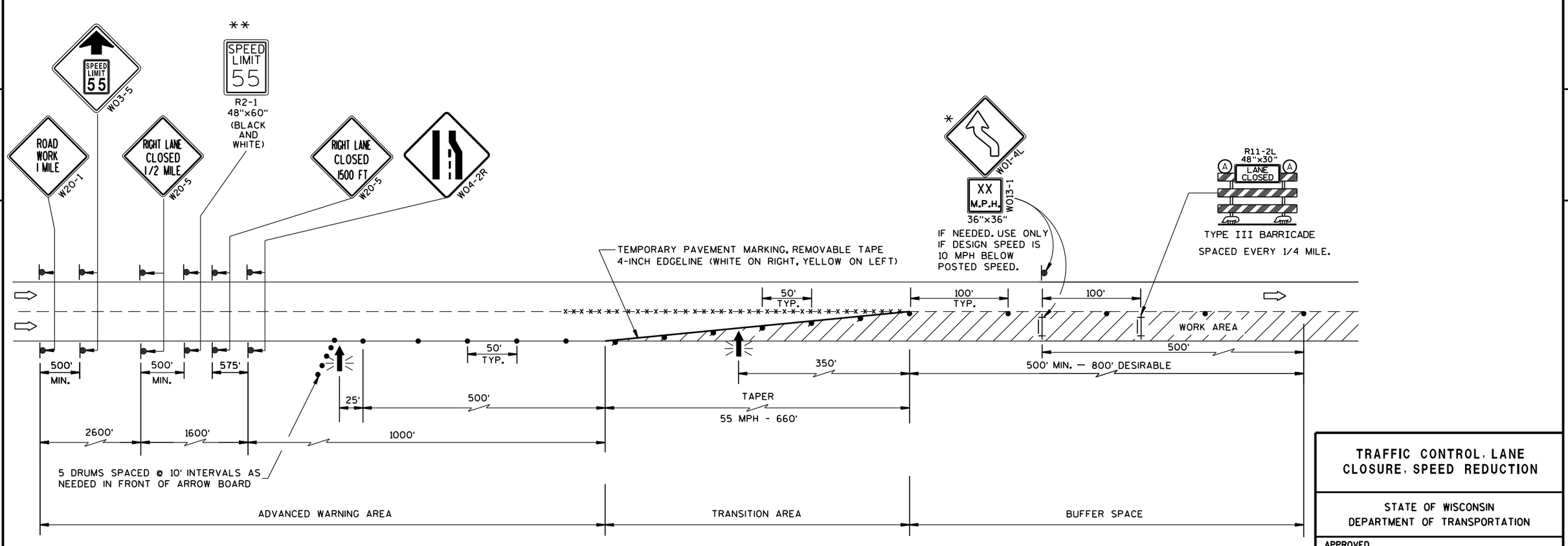
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A 65 MPH RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Feb. 2015 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

355

DESIGN

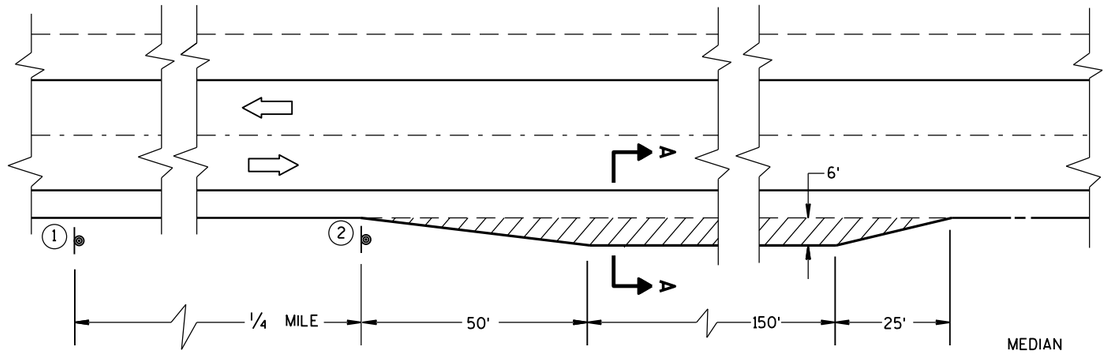
FHWA

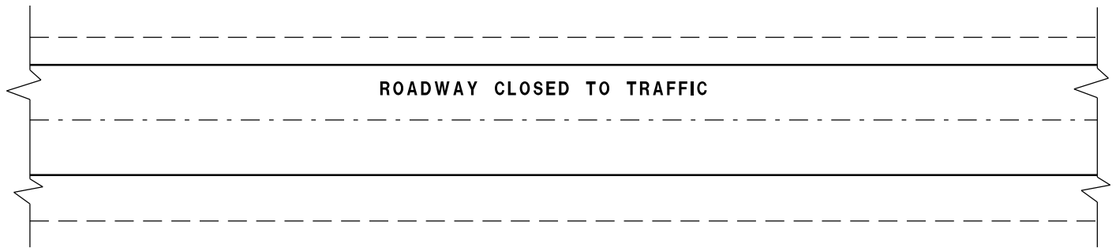
6

S.D.D. 15 D 12-5b

6

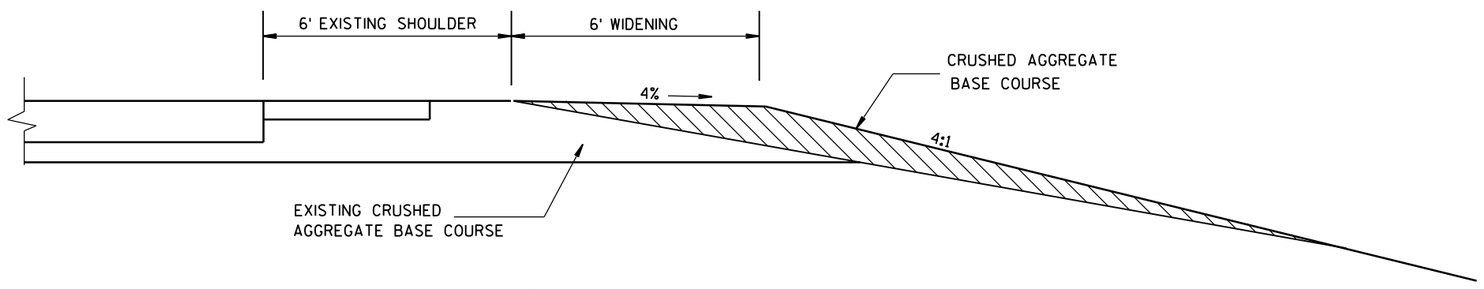
S.D.D. 15 D 12-5b





PLAN VIEW

TEMPORARY EMERGENCY PULLOUTS FOR DIVIDED HIGHWAYS



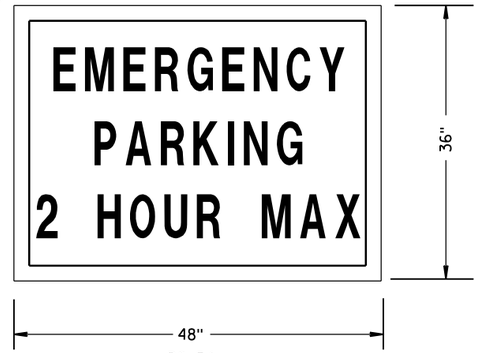
SECTION A-A

(1)



R8-53

(2)



R8-54

SIGNS TO BE BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

SIGNS FOR TEMPORARY EMERGENCY PULLOUTS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

TEMPORARY EMERGENCY PULLOUTS AND SIGNS SHALL BE REMOVED AND THE ROADWAY RESTORED TO ITS ORIGINAL CROSS SECTION AND CONDITION PRIOR TO REOPENING THE ROADWAY TO ONE WAY TRAFFIC.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

6

S.D.D. 15 D 13-2

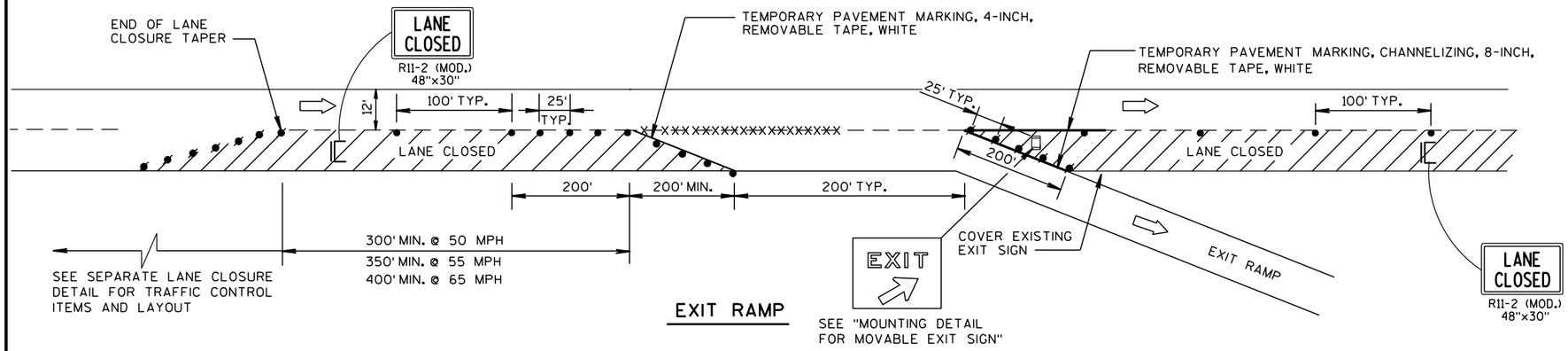
6

S.D.D. 15 D 13-2

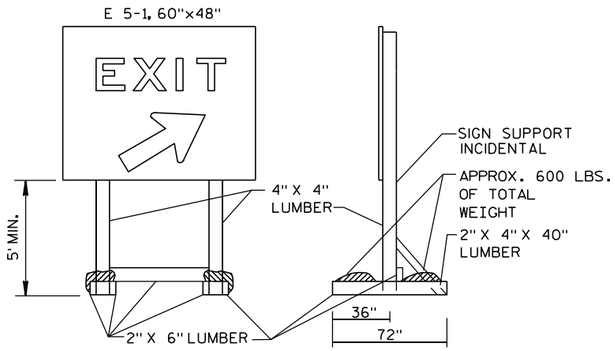
TEMPORARY EMERGENCY PULLOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
SIGN
FHWA

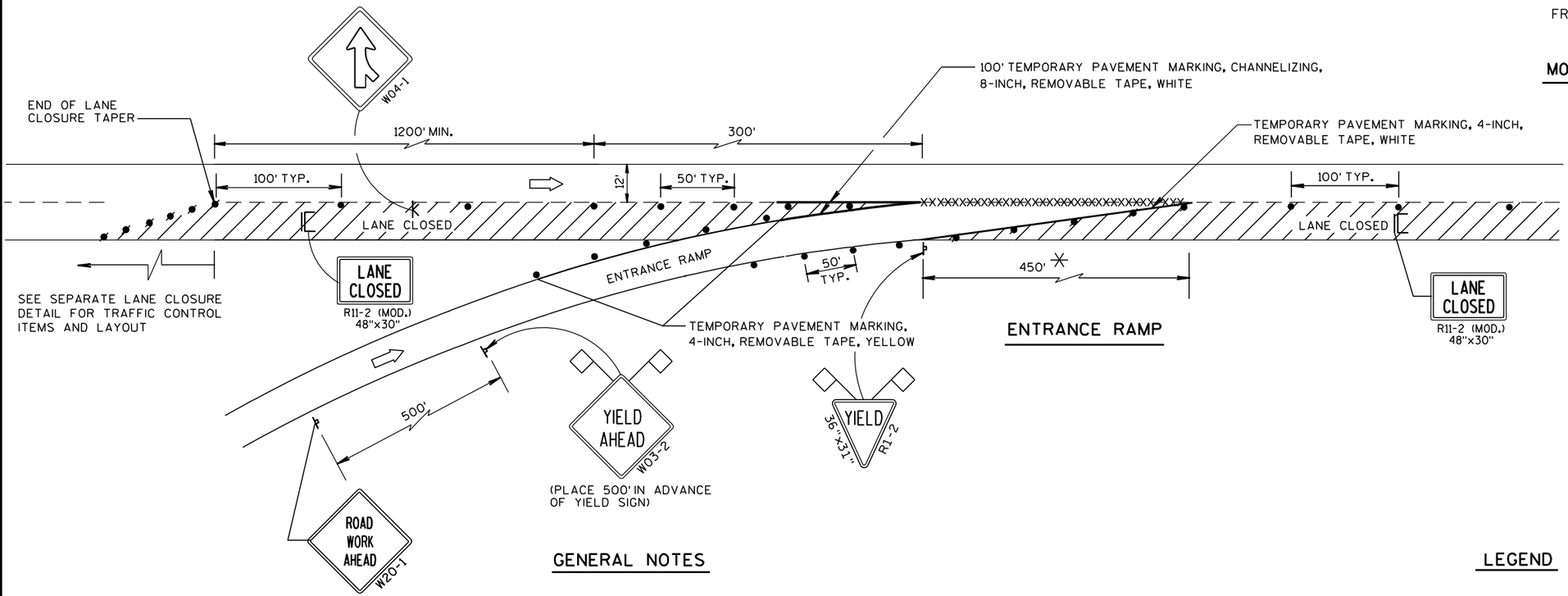


EXIT RAMP



NOTE: ALL LUMBER DIMENSIONS ARE NOMINAL

MOUNTING DETAIL FOR MOVABLE EXIT SIGN



ENTRANCE RAMP

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2 (MOD.) "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

✳ LENGTH OF OPENING MAY BE REDUCED TO 150 FEET DURING STAGING OF WORK IN IMMEDIATE AREA OF RAMP TAPER.

LEGEND

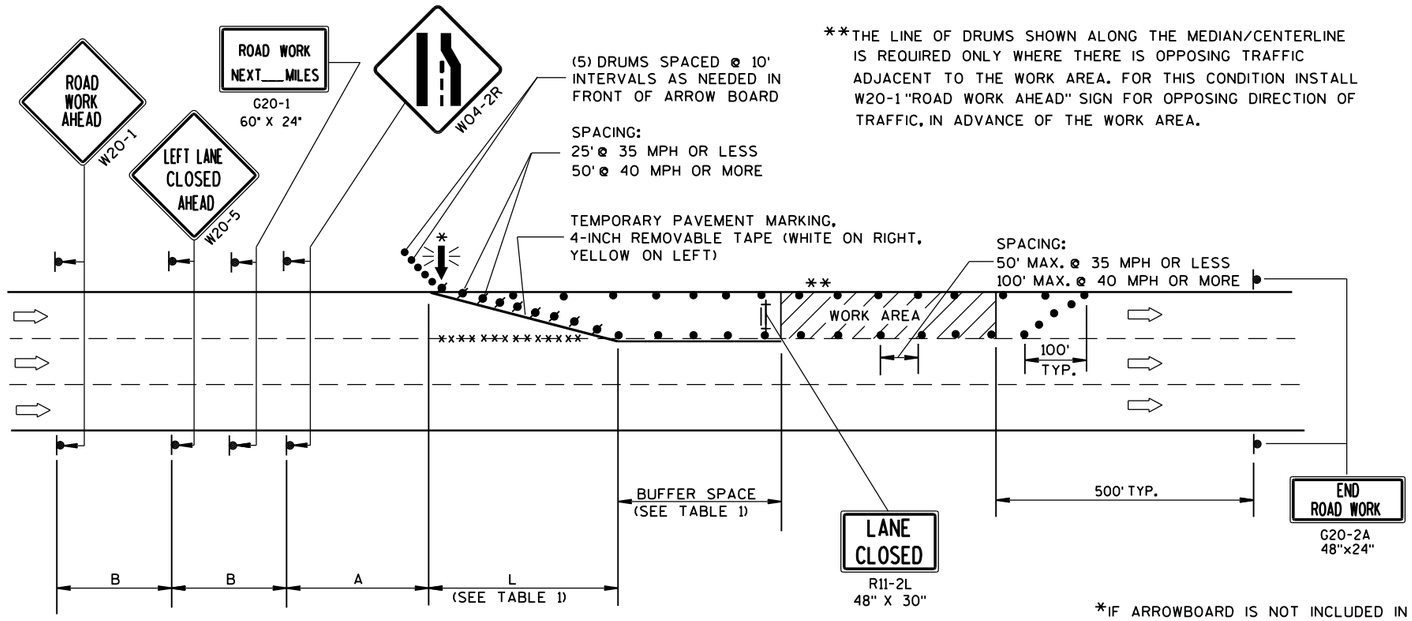
- POST MOUNTED SIGN
- SIGN ON PORTABLE SUPPORT
- TRAFFIC CONTROL, DRUM
- TRAFFIC CONTROL, DRUM WITH WARNING LIGHT, TYPE C (STEADY-BURN)
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE (8' EQUIVALENT) WITH SIGN
- FLAGS, 16"x16" MIN., ORANGE
- DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/24/2000 DATE
/S/ Chester J. [illegible] 357
CHIEF SIGNS AND MARKINGS ENGINEER
FHWA

6
S.D.D. 15 D 15-1



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

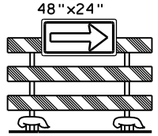


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

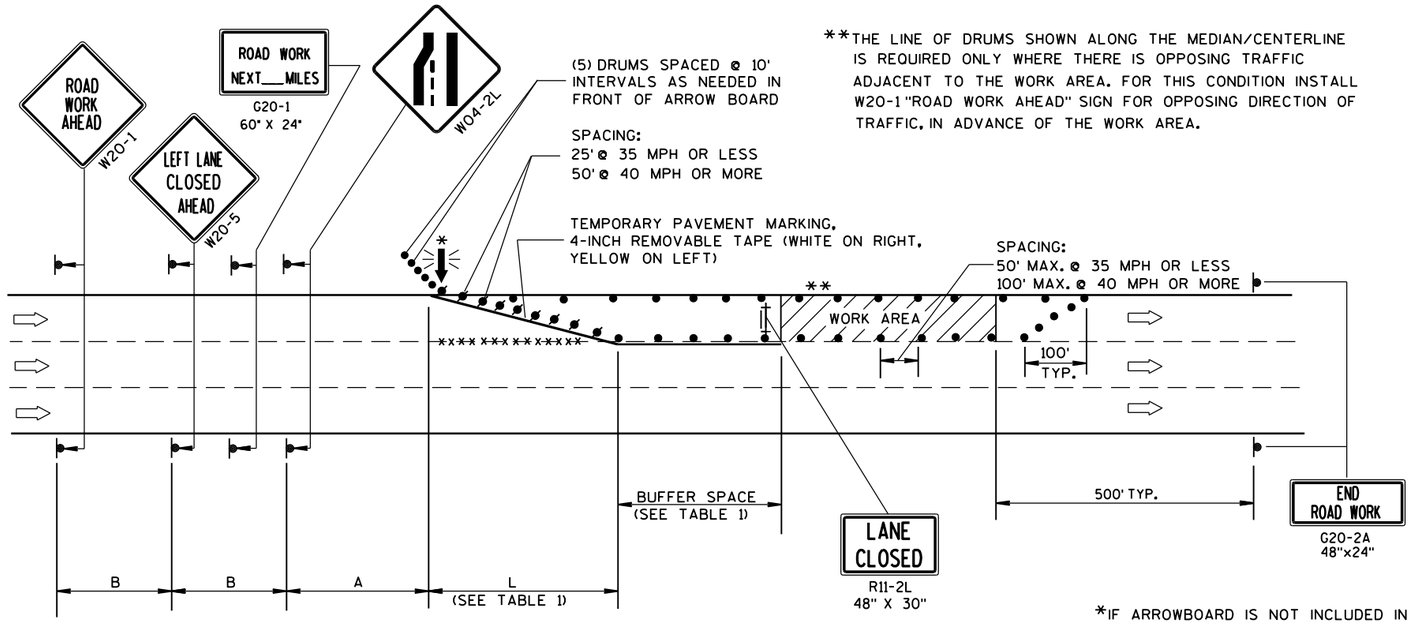
TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 D 20-2



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

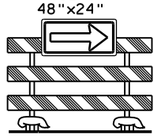


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

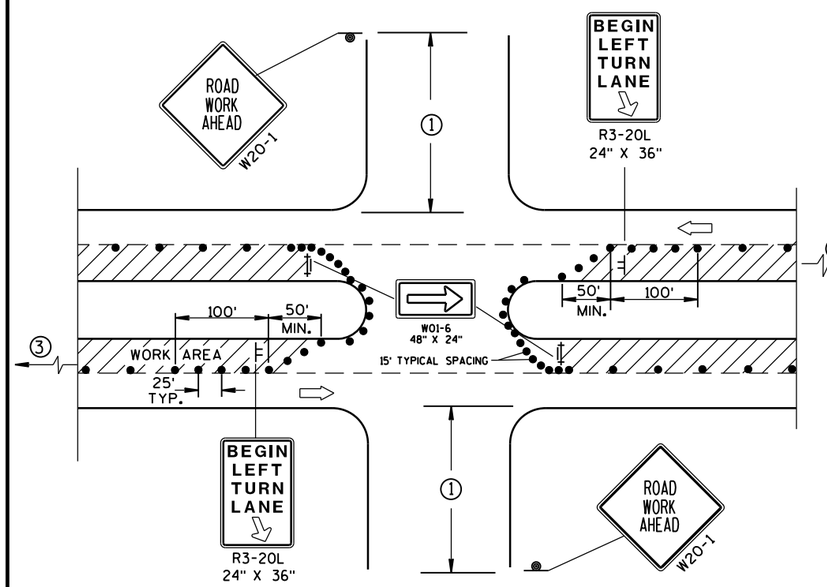
TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

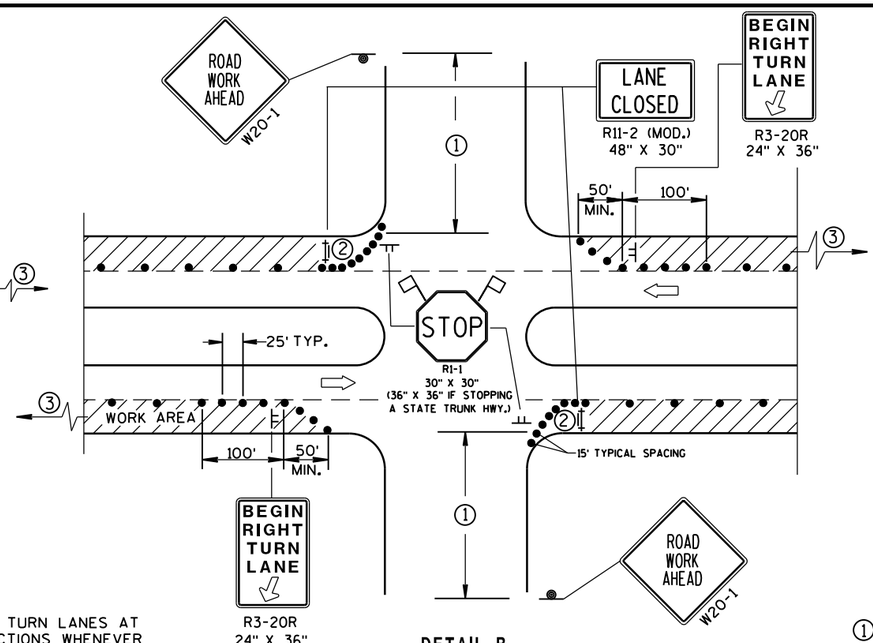
S.D.D. 15 D 20-3



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

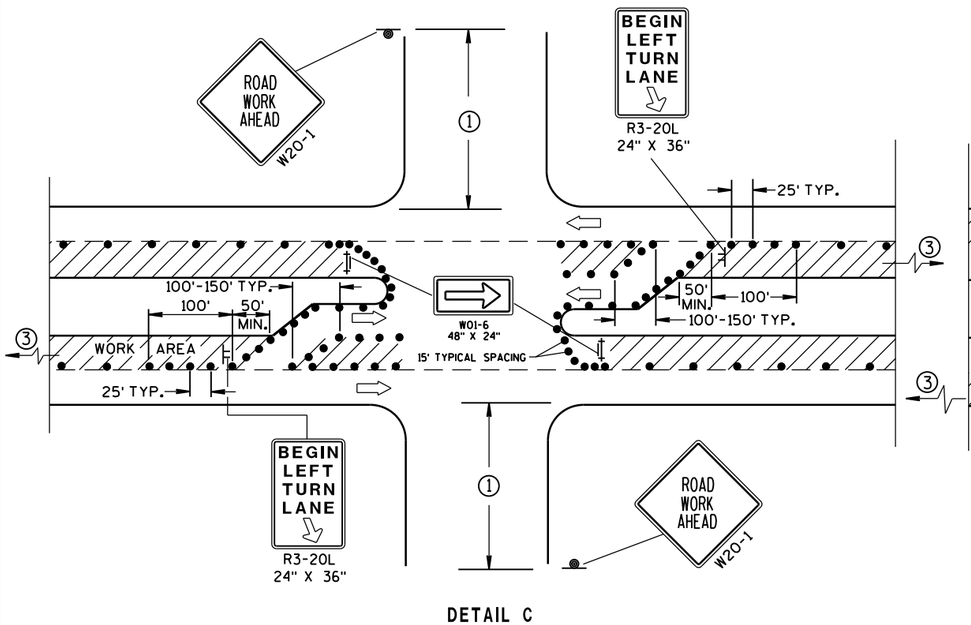
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

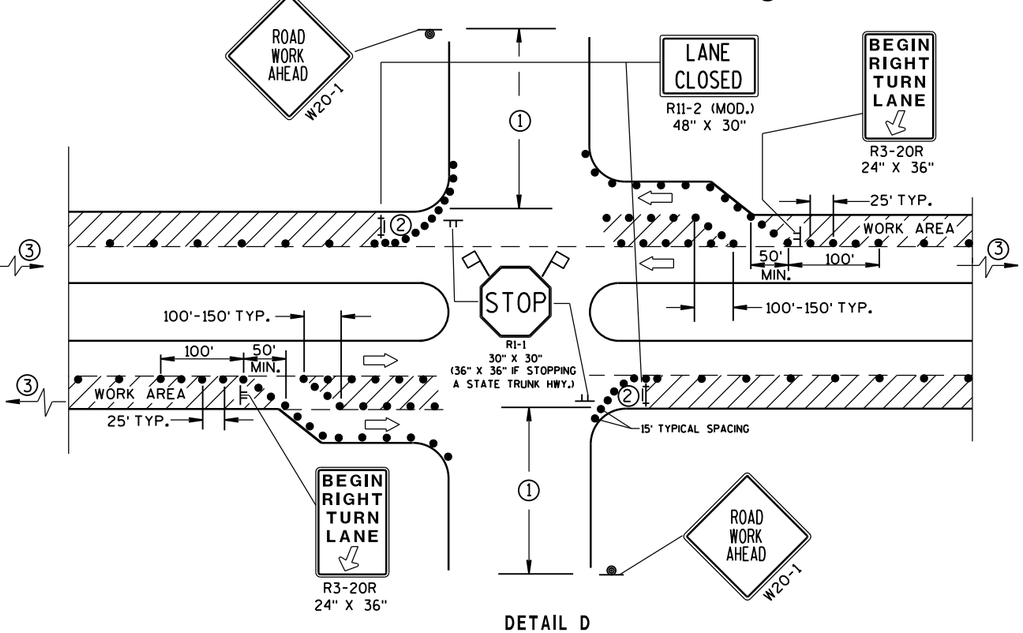
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 D 21-3

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

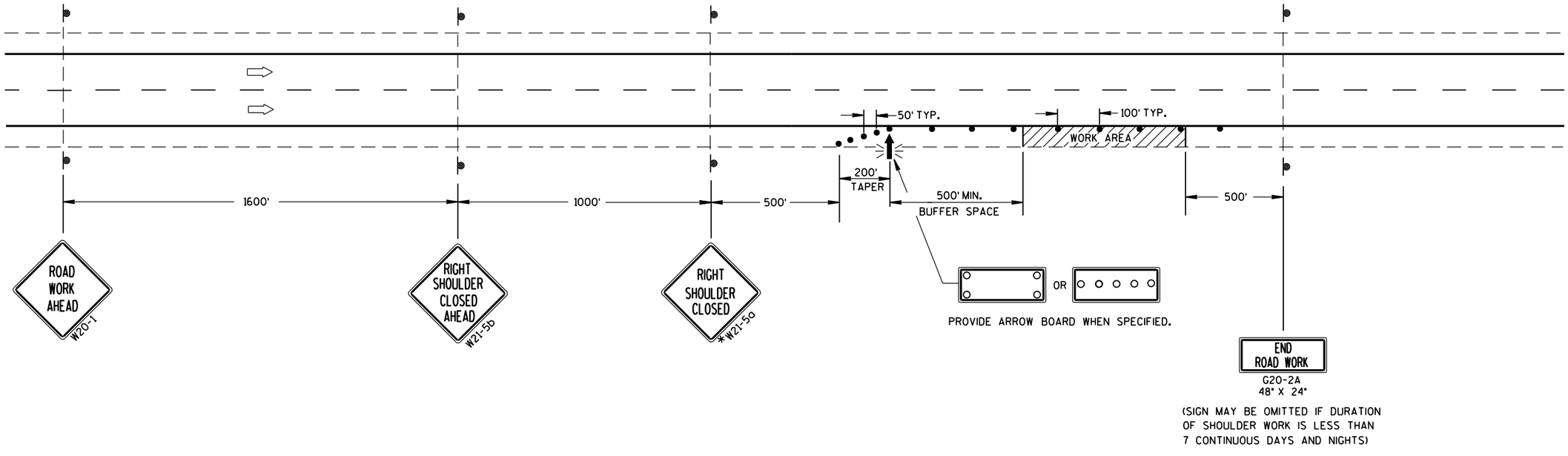
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 D 27-2

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

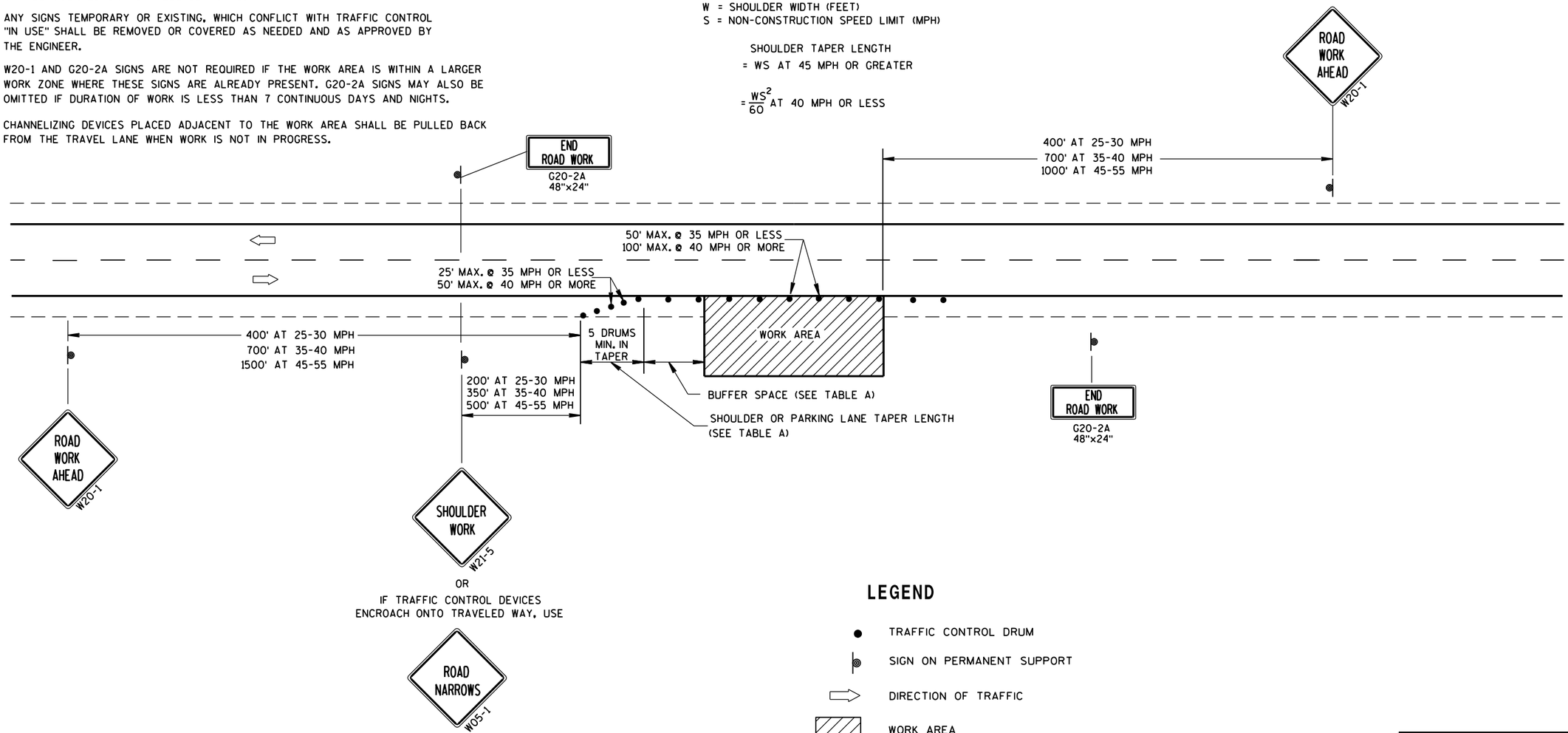
TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
= WS AT 45 MPH OR GREATER

$= \frac{WS^2}{60}$ AT 40 MPH OR LESS



LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

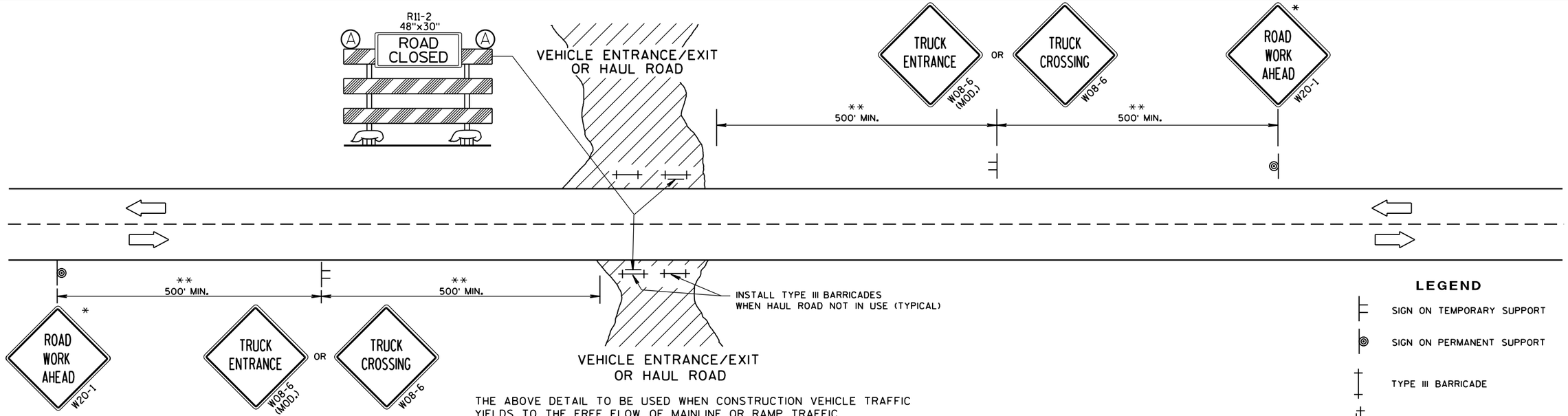
8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 D 28-2



THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS, DEVICES AND FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

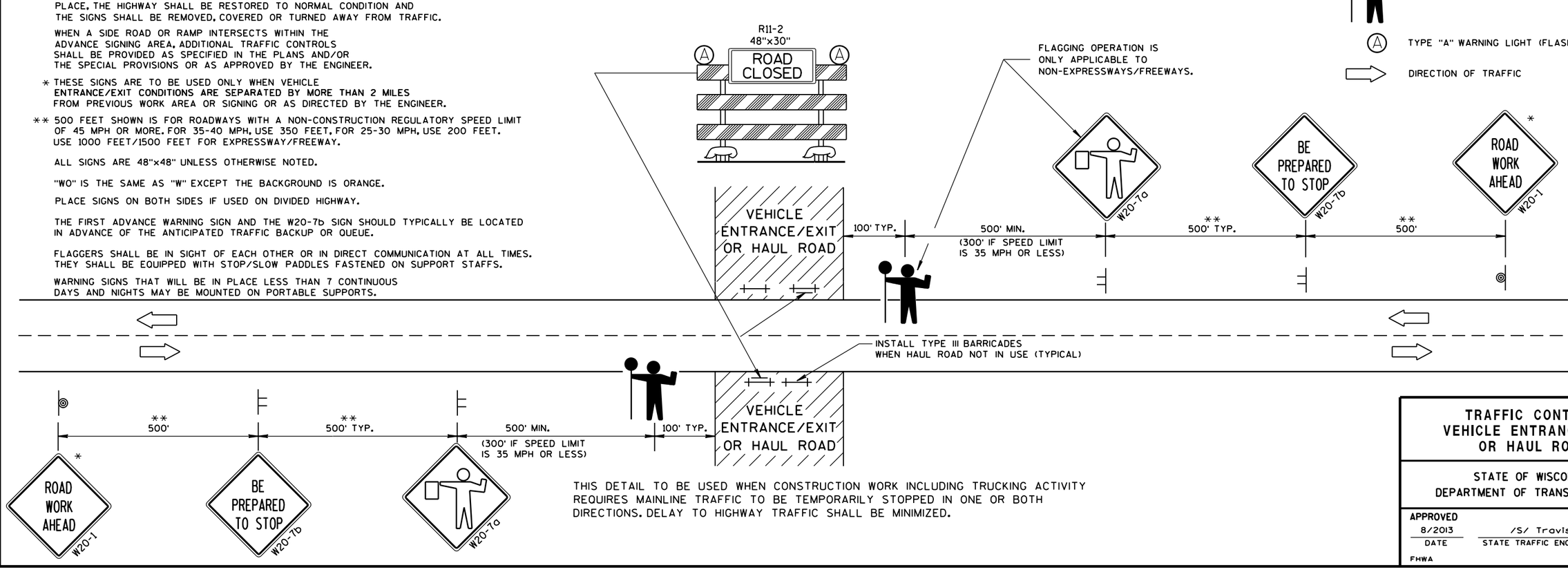
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

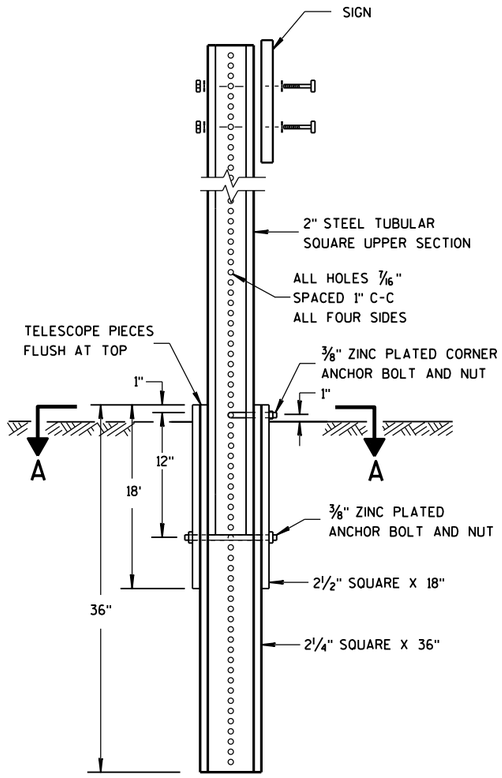
APPROVED

8/2013	/S/ Travis Feltes	
DATE	STATE TRAFFIC ENGINEER	IGN

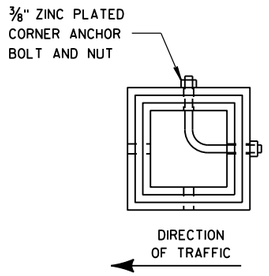
FHWA

6

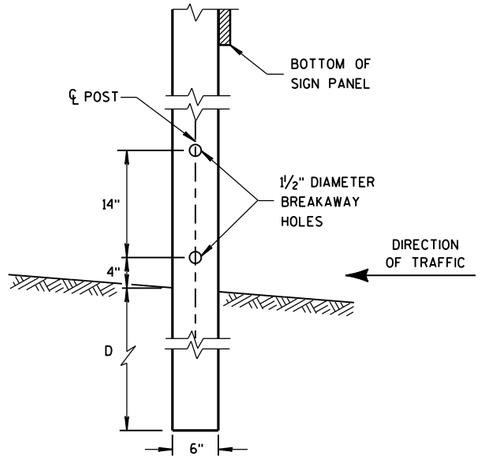
S.D.D. 15 D 29-3



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



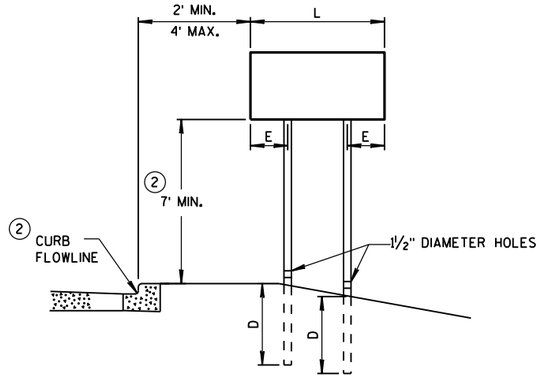
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

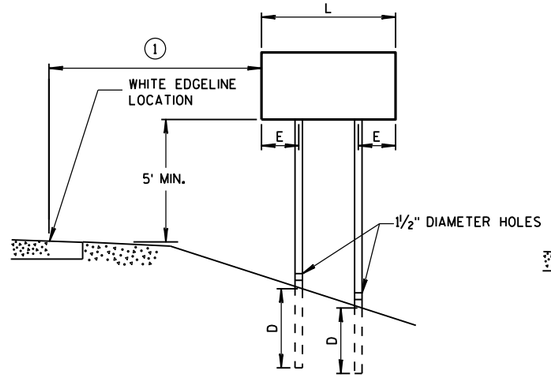
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

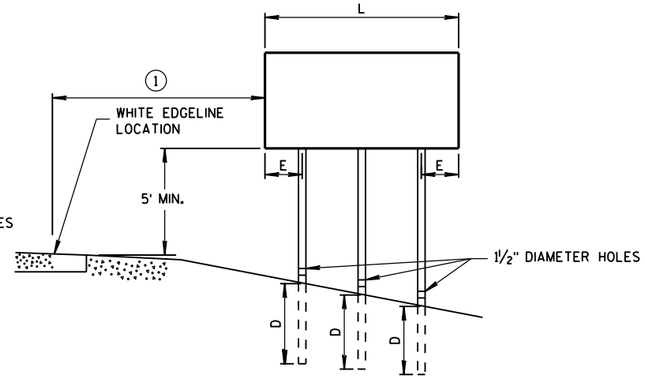
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

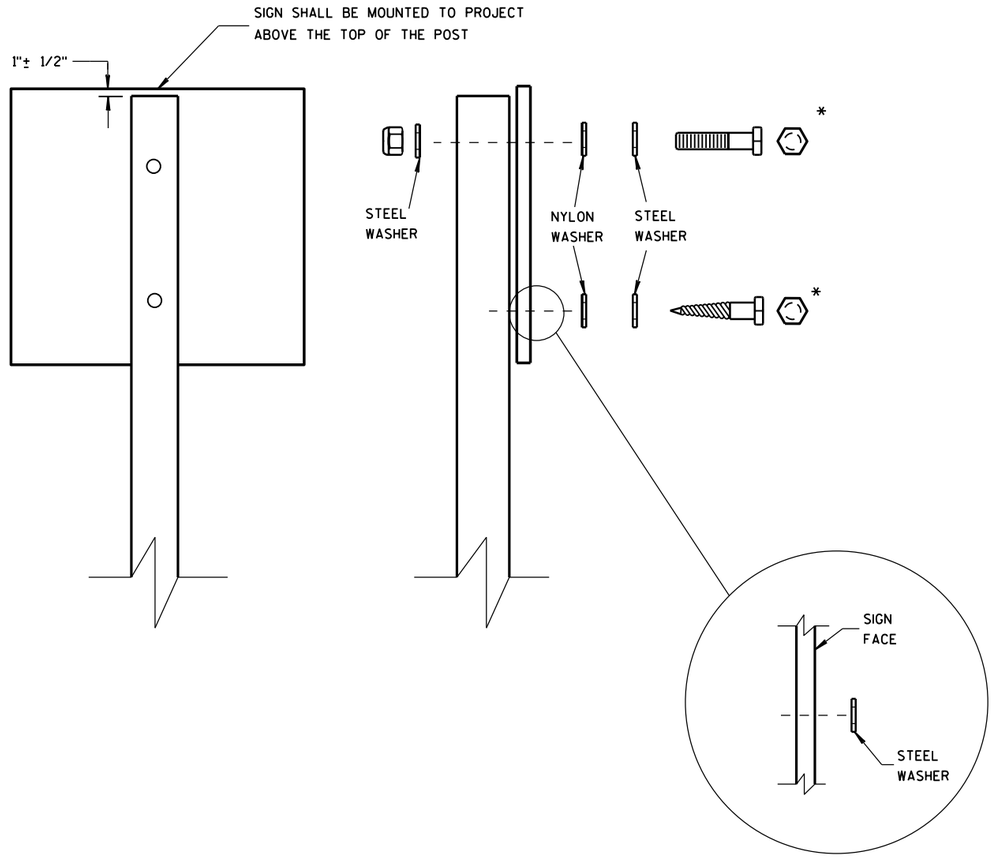
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

STATE OF WISCONSIN DEPARTMENT OF TRANSPO

6

S.D.D. 15 D 38-1a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

S.D.D. 15 D 38-1b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

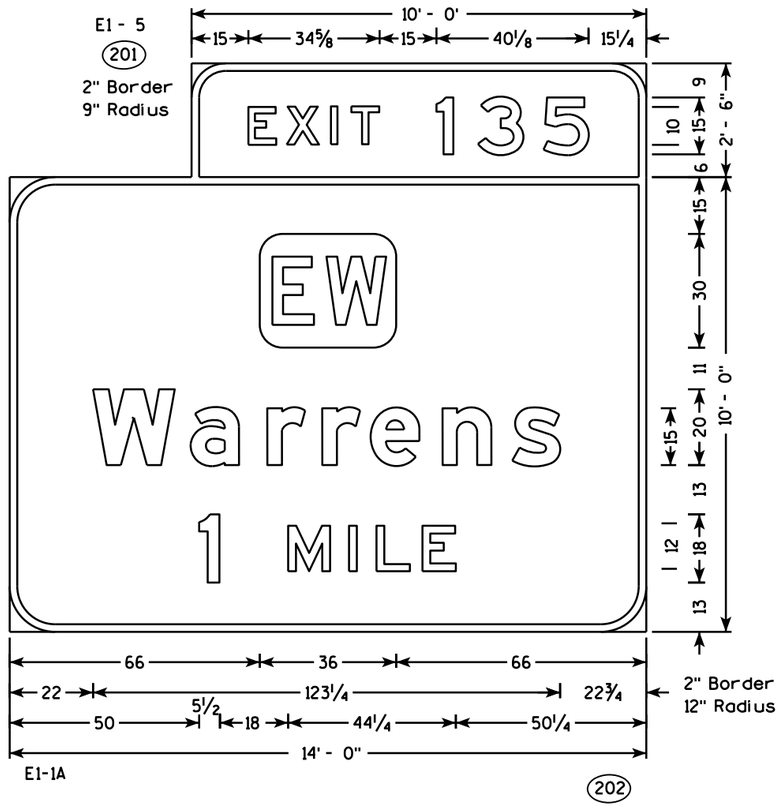
APPROVED
Feb. 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

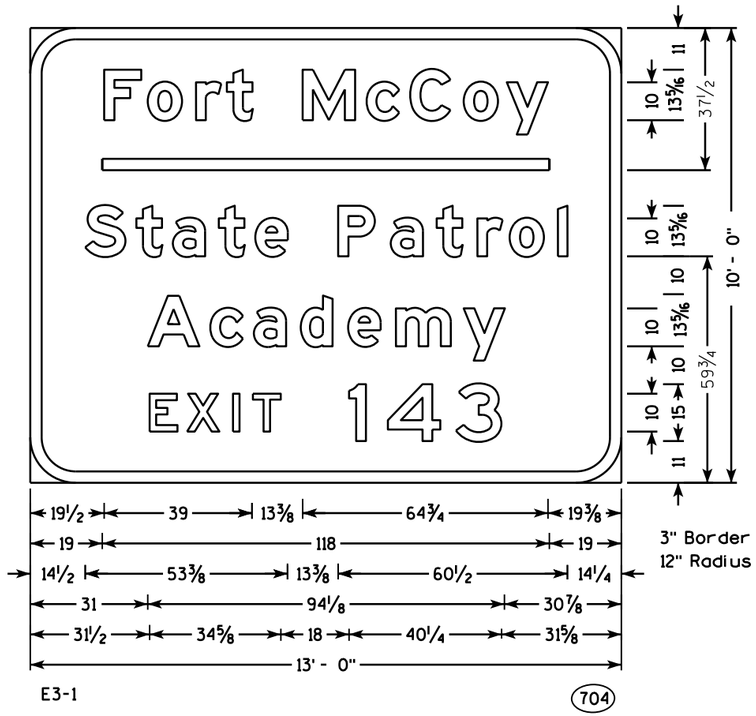
6

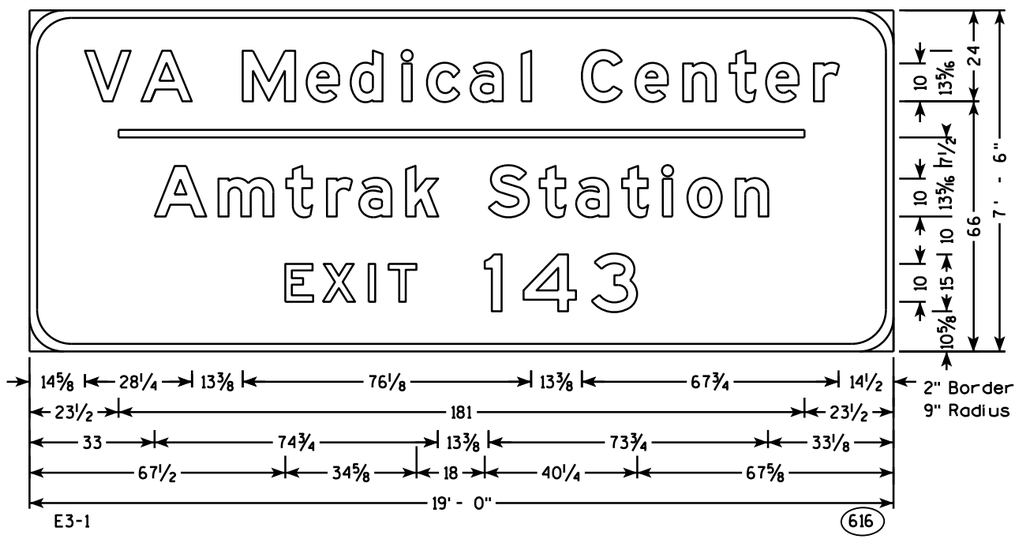
S.D.D. 15 D 38-1b

NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap WORDS are Series E





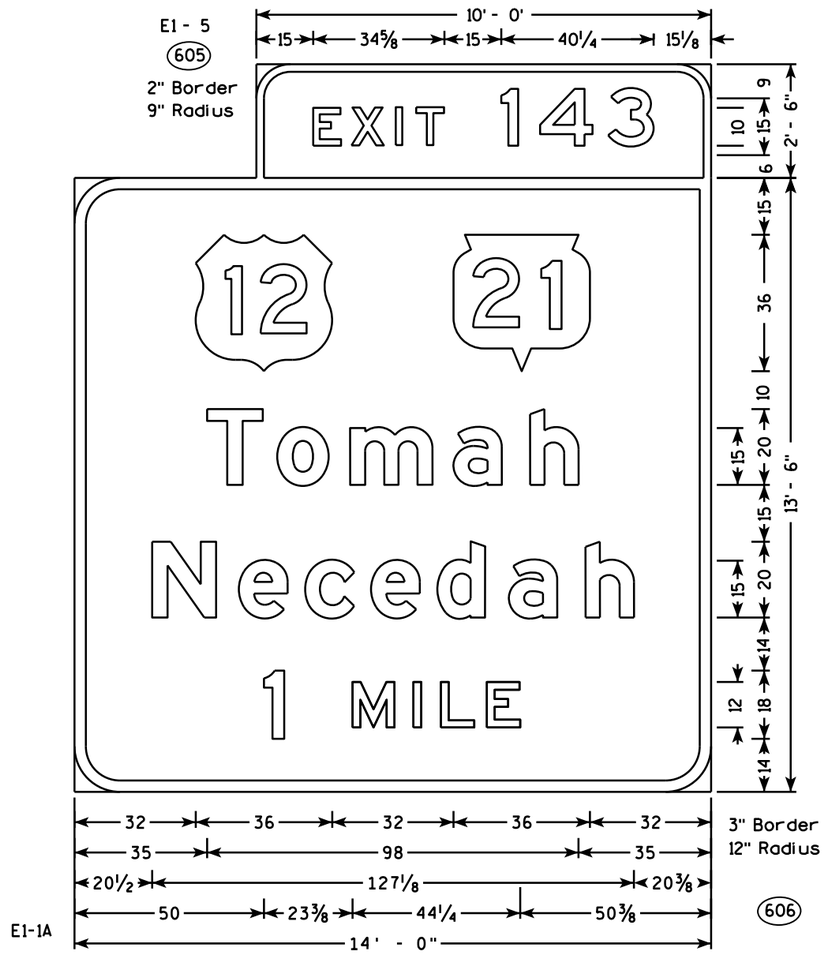


7

7

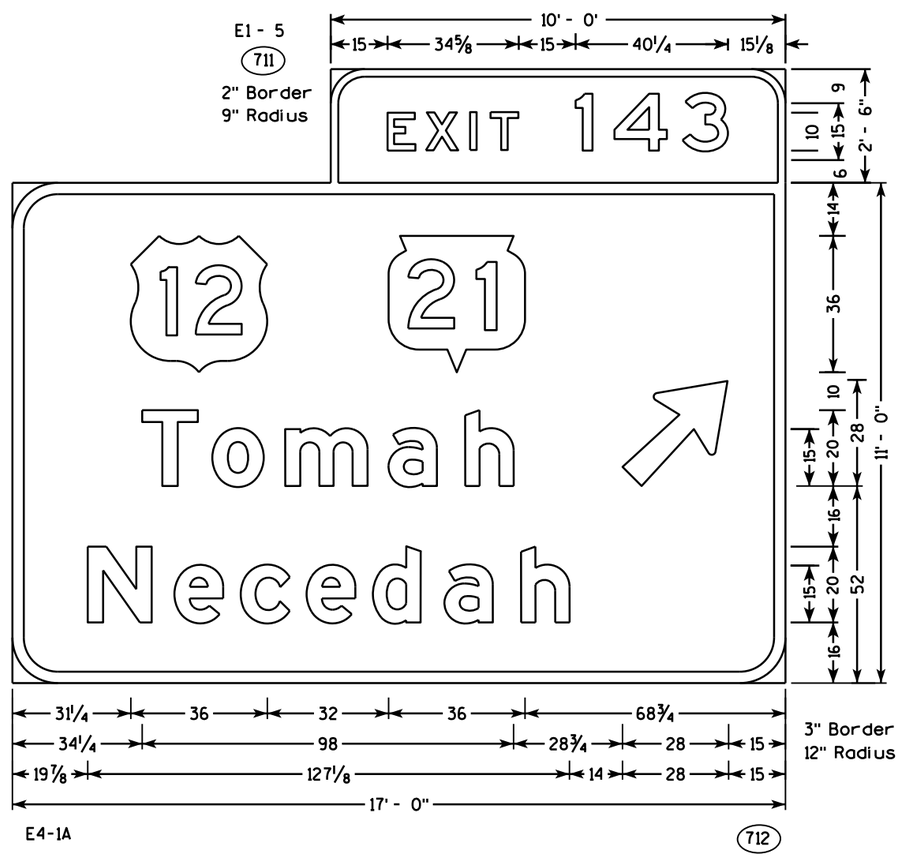
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET NO: 366	E

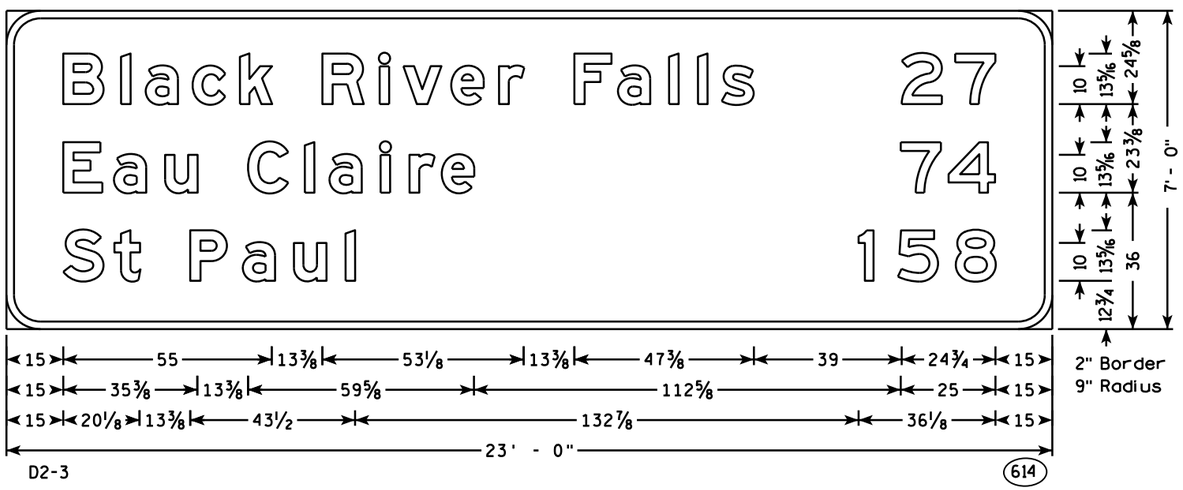
FILE NAME : P:\State\i94\10230204\Cad\eplans\Permanent Signing\EB Sign Plans\070100_sd.dgn PLOT DATE : 13-JUL-2015 11:06 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 39.975000:1.000000 WISDOT/CADDS SHEET 42



NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap WORDS are Series E



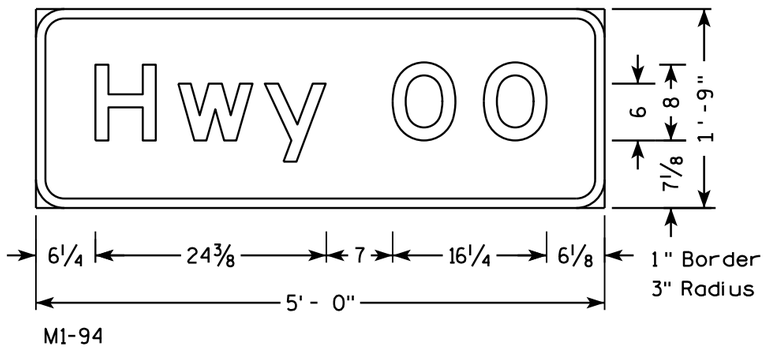


7

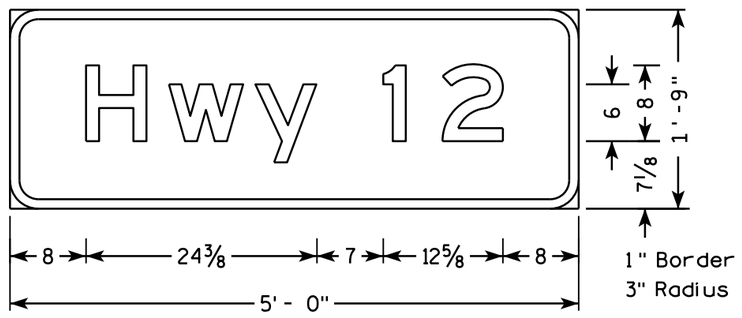
7

NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E



M1-94



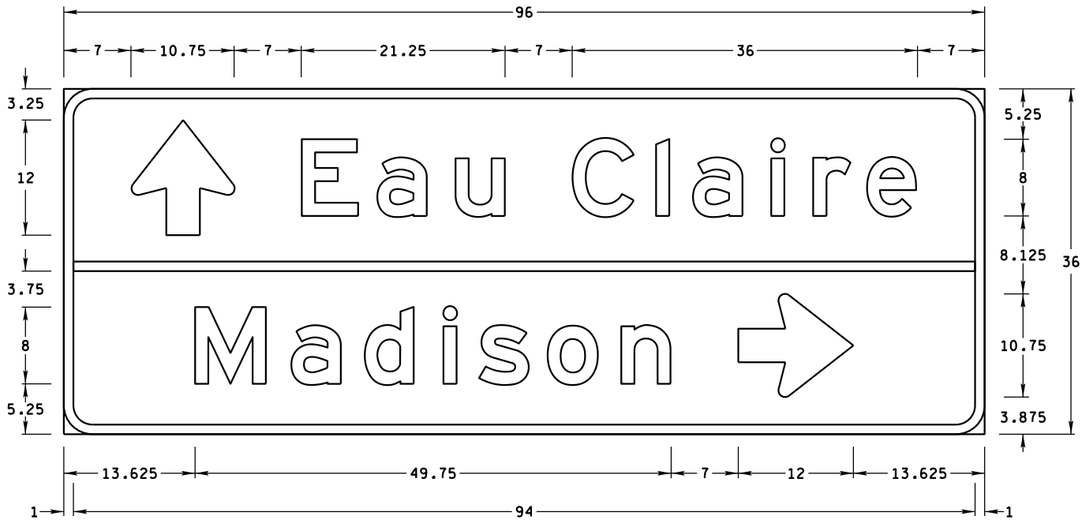
M1-94

7

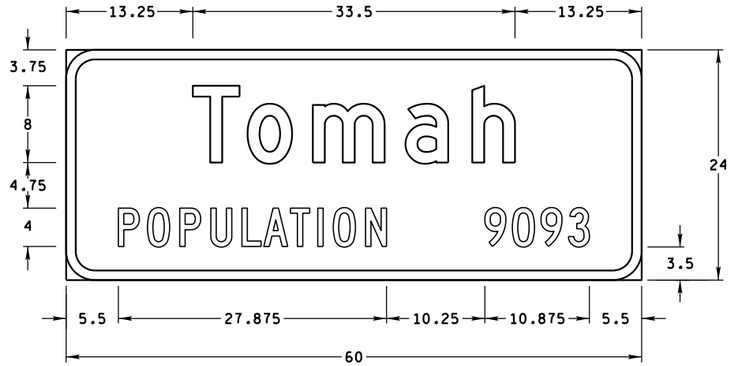
7

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	PERMANENT SIGNING	SHEET NO: 368	E

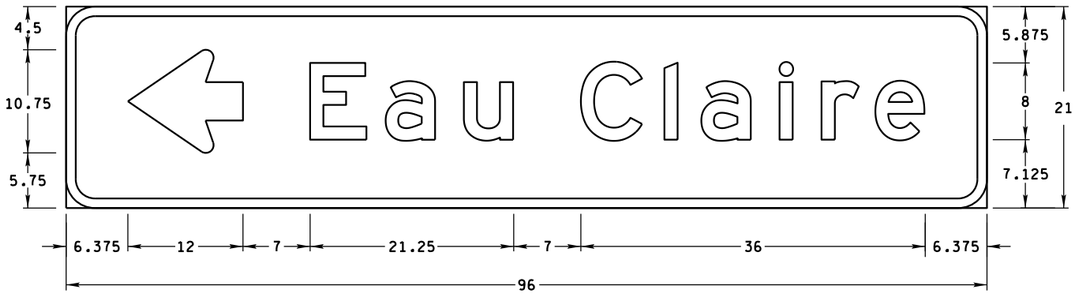
1. ALL SIGNS TYPE II - TYPE H REFLECTIVE
2. COLOR:
   BACKGROUND - GREEN
   MESSAGE - WHITE
3. MESSAGE SERIES - E



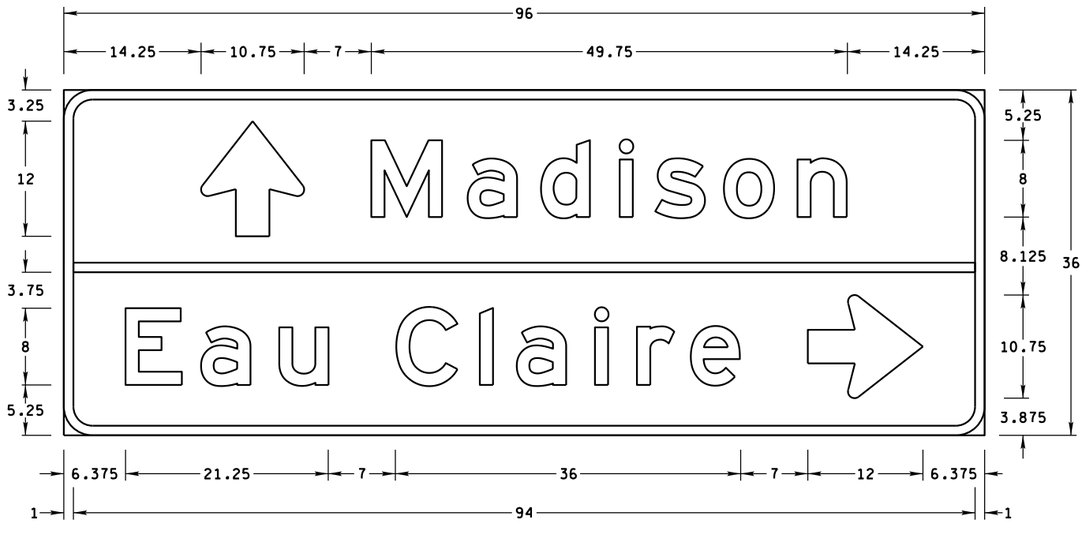
D1-2; 3.000" RADIUS, 1.000" BORDER



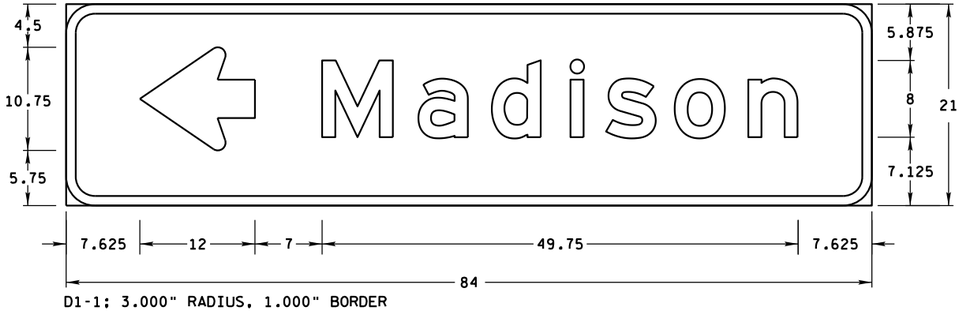
I2-3; 3.000" RADIUS, 1.000" BORDER,
"Tomah" D; "POPULATION" C; "9093" C



D1-1; 3.000" RADIUS, 1.000" BORDER



D1-2; 3.000" RADIUS, 1.000" BORDER



D1-1; 3.000" RADIUS, 1.000" BORDER

7

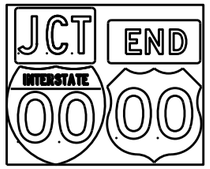
7

PROJECT NO: 1023-02-83	HWY: IH 94/USH 12	COUNTY: MONROE	PERMANENT SIGNING	SHEET NO: 369	E

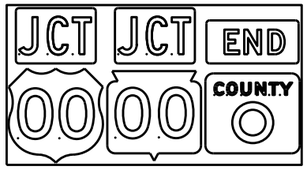
TYPICAL ASSEMBLIES



J1-1



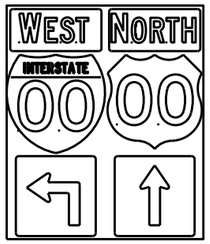
J1-2



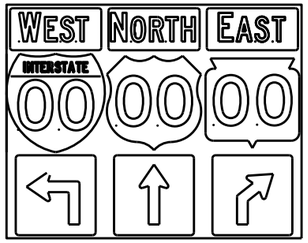
J1-3



J2-1



J2-2

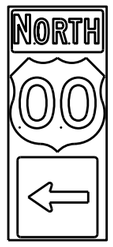


J2-3

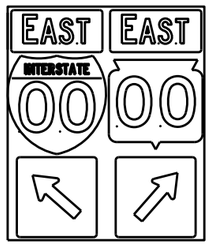


JV

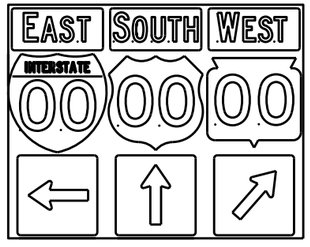
(Typical Vertical J-Assembly
See Note 10 and 11)



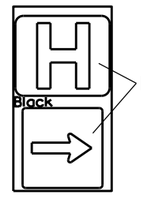
J3-1



J3-2



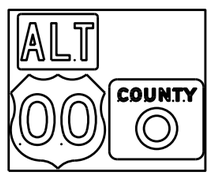
J3-3



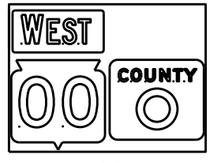
JH-1



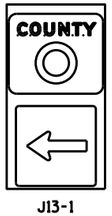
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

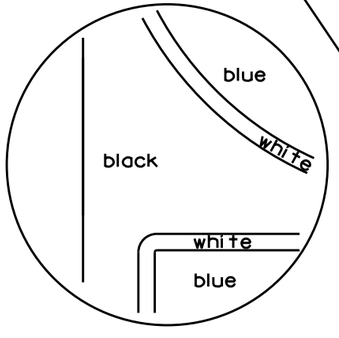


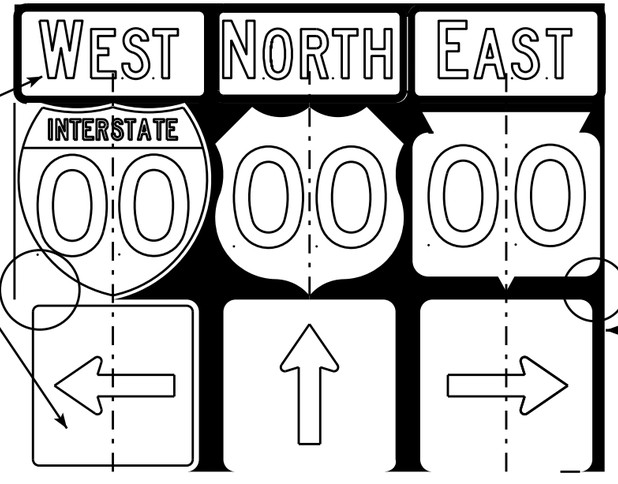
J23-1

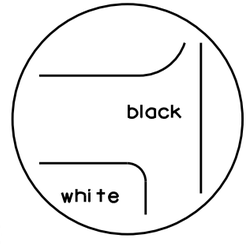


J22-1

blue background
with interstate







black background

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

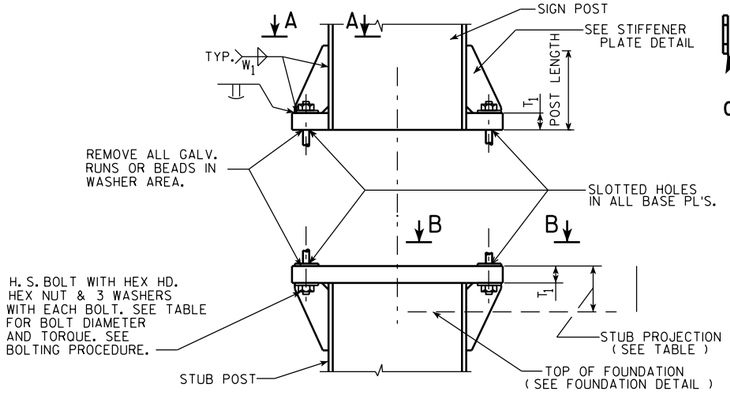
DATE 2/06/14 PL... A2-1S.8

PROJECT NO:

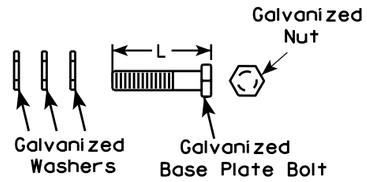
SHEET NO: E

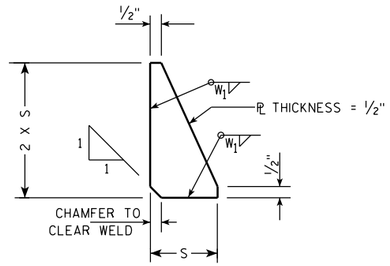
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42



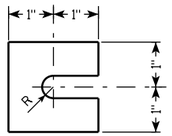
SIGN POST AND STUB POST ELEVATION





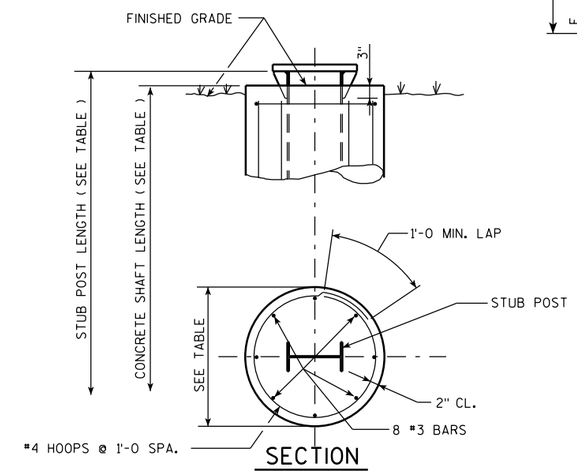
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

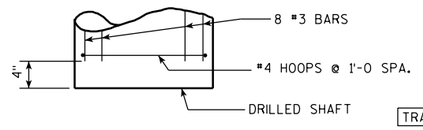


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

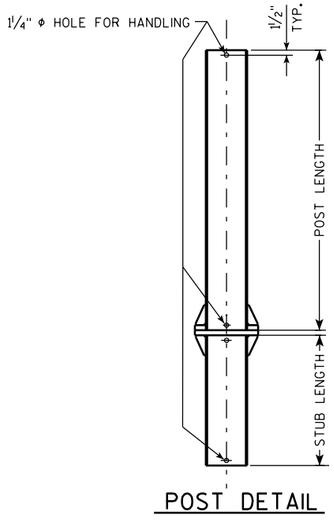
SHIM DETAIL



SECTION



FOUNDATION DETAIL



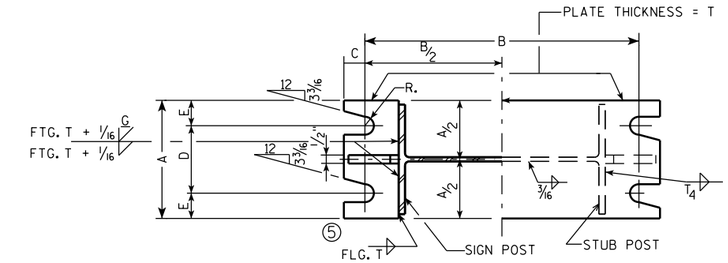
POST DETAIL

QUANTITIES FOR 1 FOOTING		
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
E	1.0	62

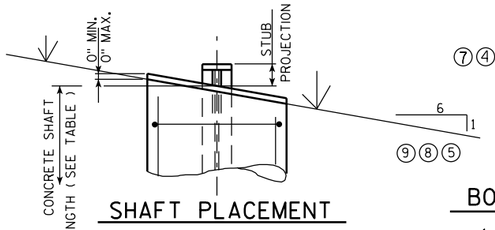
⑦

REINF.	TYPE	#3	#4
	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
	E	8 @ 7'-11	9 @ 6'-3

⑦



SECTION A-A SECTION B-B



SHAFT PLACEMENT

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & ½ WIND[4]	140 [4]25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

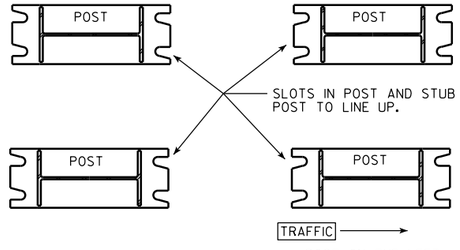
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50.
⑨ THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
H.S. BOLTS, WASHERS & NUTS SHALL BE A325 GALVANIZED WHEN POSTS, POST STUBS AND ATTACHMENTS ARE A709 GRADE 50 AND GALVANIZED.

BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
5. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.



POST SLOT ORIENTATION ⑦

L	X	TYPE	DIMENSION / POST SIZE	BASE CONNECTION DATA TABLE: BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	FOUNDATION DATA: STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	② K
3 ¾	④	A	W10"X12.0 #/FT.	¾" Φ @ 75#-FT.	5¼"	1'-0⅜	⅞"	3½"	⅞"	1"	3/16"	5/16"	13/32"	2⅛"	3'-6	3"	2'-0 Φ	5'-0	76.0# ④
4 ¾	④	B	W12"X16.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1¼"	¼"	5/16"	15/32"	3"	5'-6	3"	2'-0 Φ	7'-0	146.5# ④
5		C	W12"X19.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	5/16"	5/16"	15/32"	3"	6'-0	3"	2'-0 Φ	7'-6	182.1#
5		D	W12"X22.0 #/FT.	⅞" Φ @ 85#-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	⅜"	5/16"	15/32"	3"	6'-6	3"	2'-0 Φ	8'-0	210.5#
5	③	E	W12"X26.0 #/FT.	1" Φ @ 90#-FT.	7"	1'-4¼	1¼"	4"	1½"	1½"	⅜"	5/16"	11/32"	3"	7'-0	3"	2'-0 Φ	8'-6	293.0# ③

① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION
APPROVED Matthew R Rauch for State Traffic Engineer
DATE 6/30/14 PLATE NO. A3-1.15

NO.	DATE	REVISION
⑩	1-21-14	LUBRICATION OF BASE BOLTS
⑨	4-26-11	REMOVE NON-GALVANIZED
⑧	10-30-96	NOT GALVANIZED/GALVANIZED
⑦	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
⑥	8-24-87	BASE CONN. WELD
⑤	10-13-81	BASE CONN. WELD & FUSE PL WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③ 4-23-79 TYPE "E"
①	5-4-78	T_1 , T_2 & W_1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

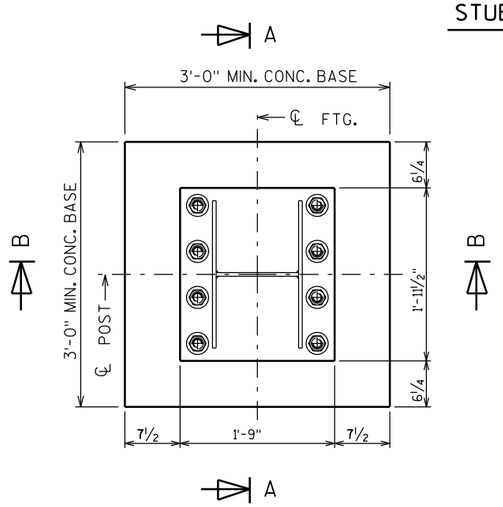
CONST. SPEC. 2011	DRAWN BY JPH	PLANS CK'D.

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS SHEET

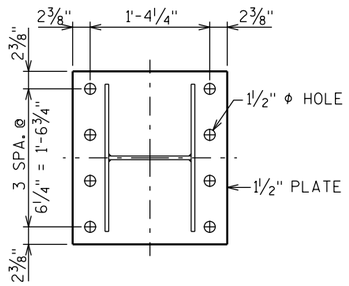
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A31.DGN PLOT DATE : 30-JUN-2014 10:43 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.351066:1.000000 WISDOT/CADDS SHEET 42

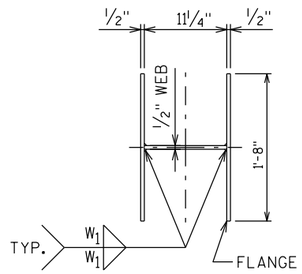
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



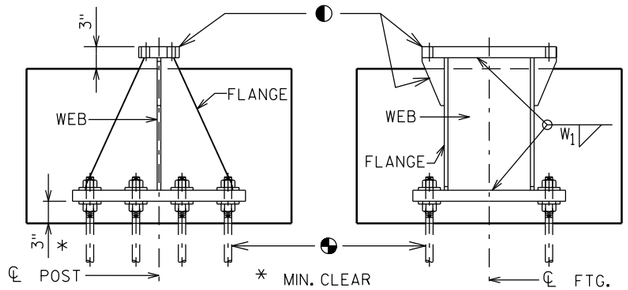
BASE PLATE



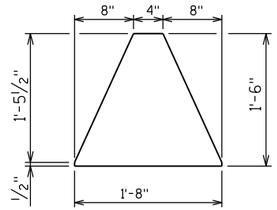
STUB

◐ SEE PLATE NO. A3-1 FOR DETAILS

◒ MASONRY ANCHORS TYPE S 1¼-INCHES (ADHESIVE). ALLOWABLE PULL OUT CAPACITY 14,995 KIPS. EMBED 1'-3" IN ROCK.



SECTION A SECTION B



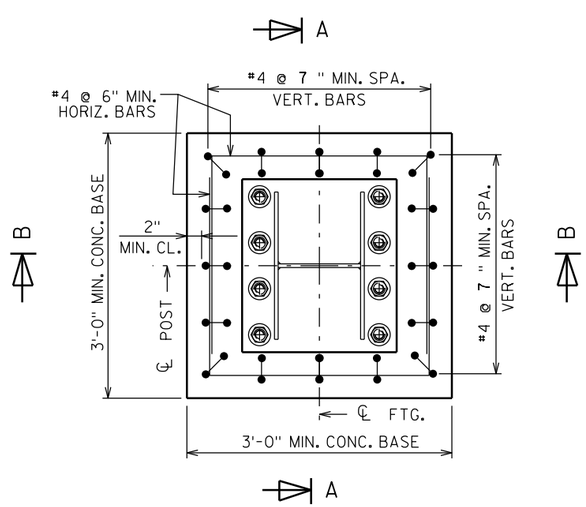
FLANGE

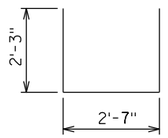
GENERAL NOTES

1. Quantities per Base:
   - REINFORCING BAR STEEL = 62 LBS
   - CONCRETE = 0.6 C.Y.
   - STEEL WEIGHT = 335 LBS
2. All materials, except anchor rod, nuts and washers, are to be A.S.T.M. A709 grade 50. All materials to be galvanized after fabrication.
3. If the contractor encounters rock before reaching the footing depth, per the A3-1 Sign Detail, determine the pull-out capacity of a test adhesive anchor installed in the rock. If the test result equals or exceeds the pull-out capacity of 14,995 KIPS, the contractor may install the breakaway stub for rock, according to this detail.

CONCRETE BASE AND REINFORCING STEEL DETAILS

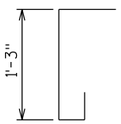
CONCRETE BASE SECTION





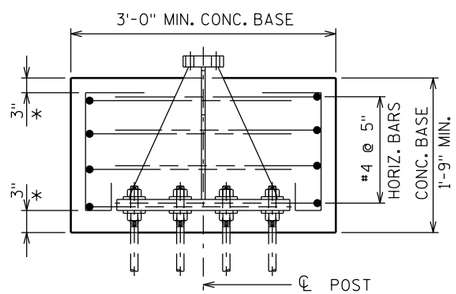
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



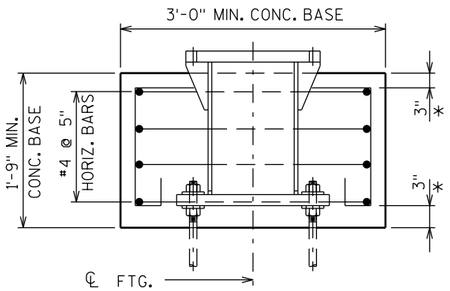
VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A

* MIN. CLEAR



SECTION B

ALTERNATE BREAK-AWAY BASE ON ROCK A3-1M

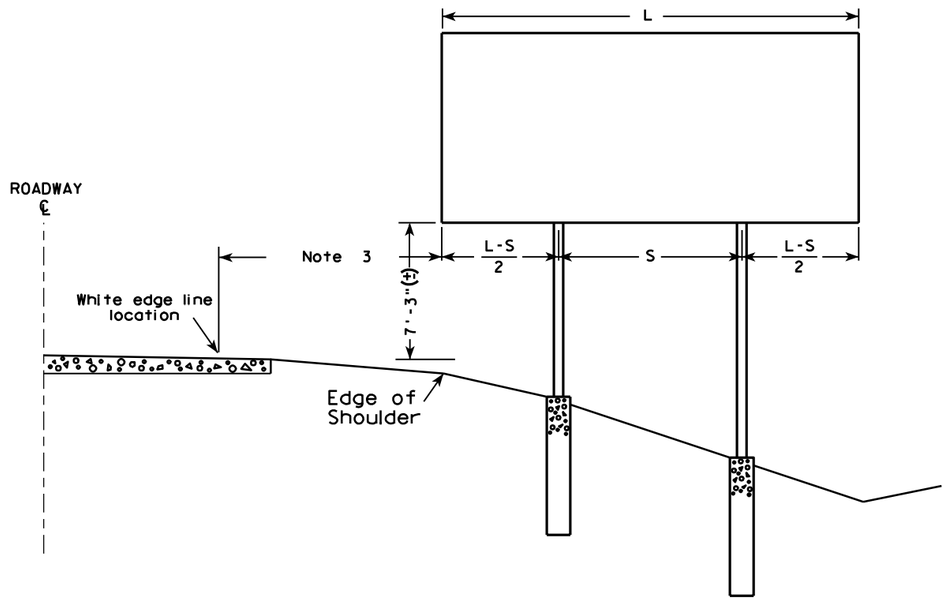
WISCONSIN DEPT OF TRANSPORTATION

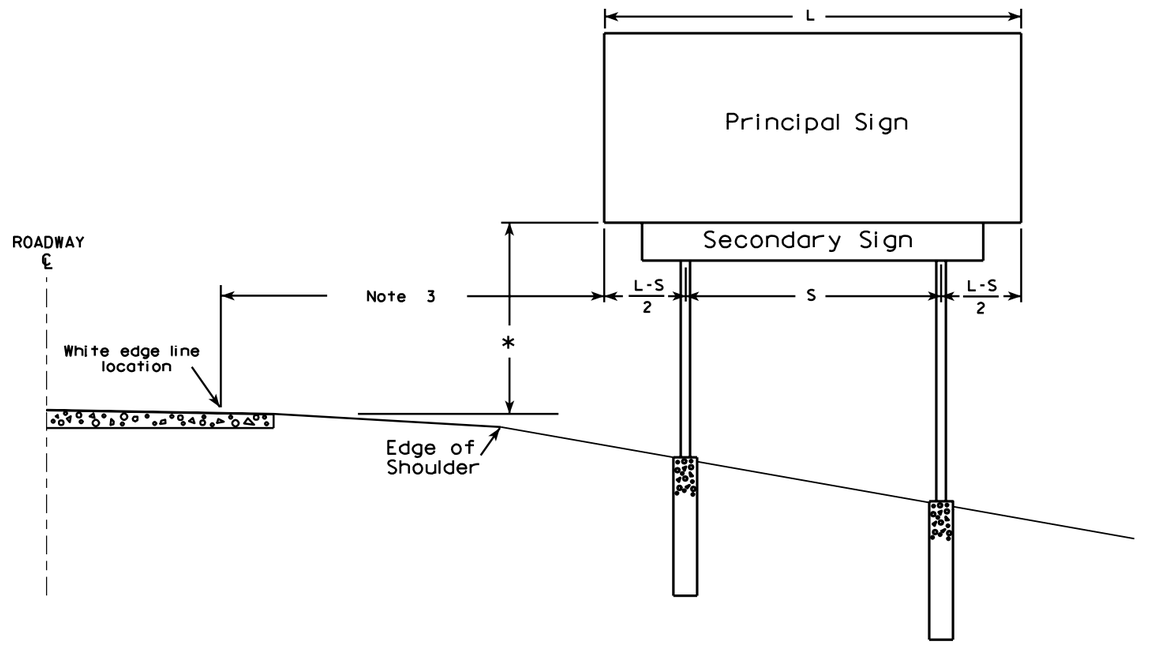
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/06/2014 PLATE A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31M.DGN PLOT DATE : 10-MAR-2014 15:16 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.556674:1.000000 WISDOT/CADDS SHEET 42





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

7

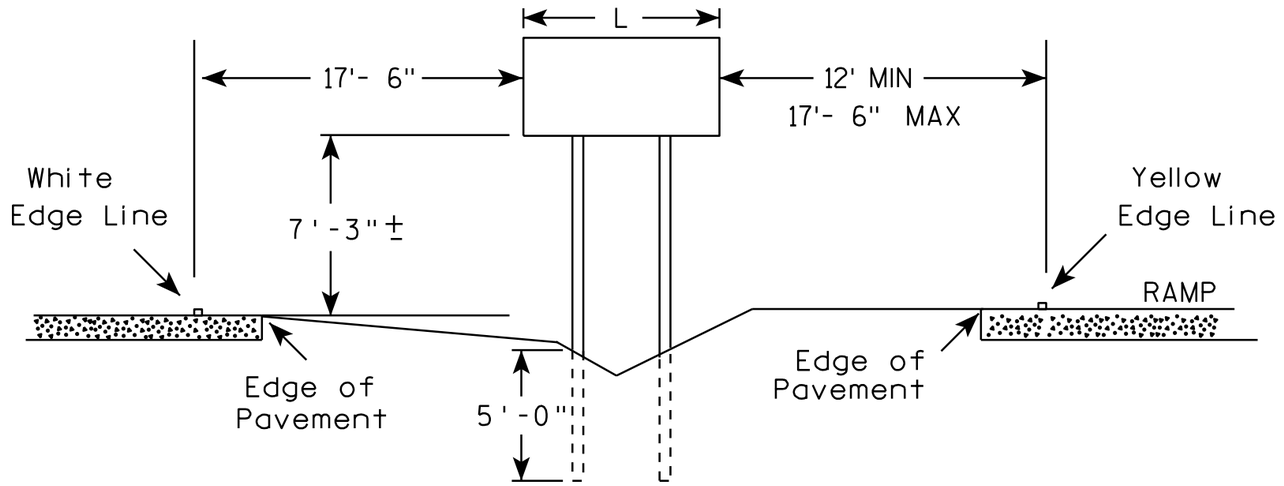
TYPICAL INSTALLATION
OF TYPE I SIGNS

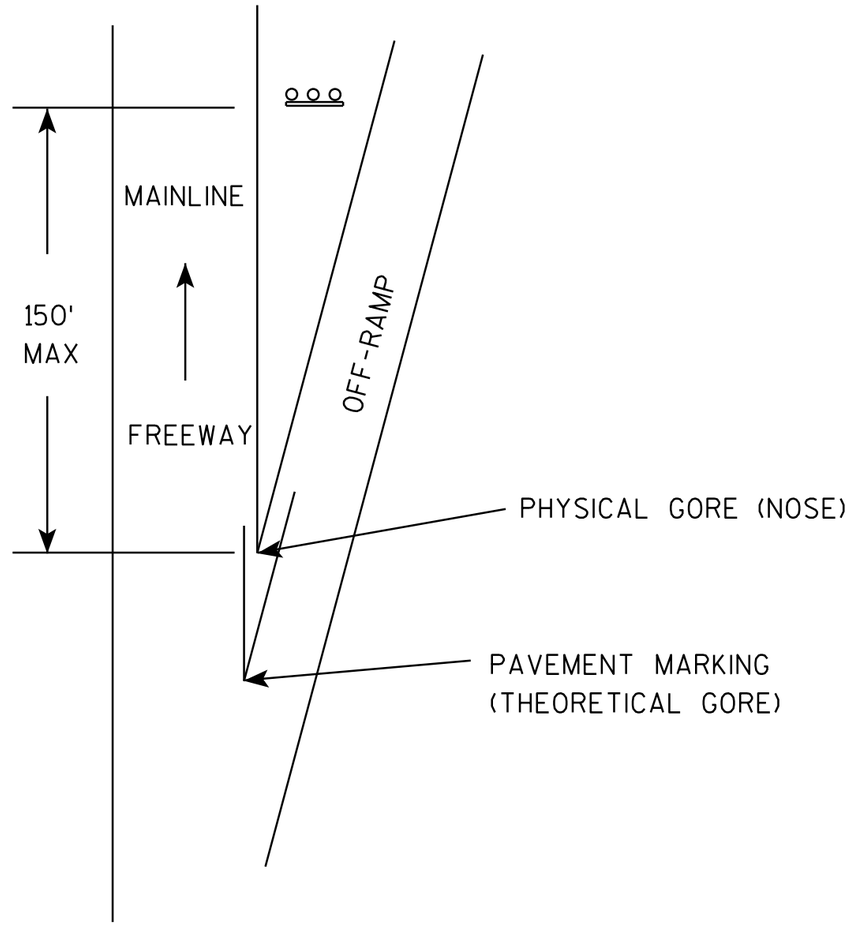
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9

PROJECT NO:				SHEET NO: 373	E





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

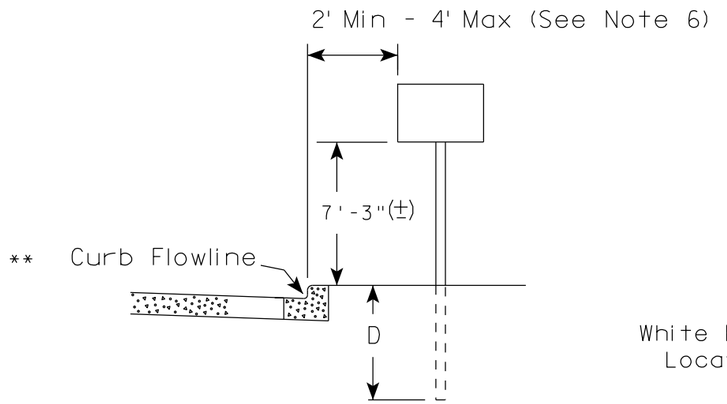
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

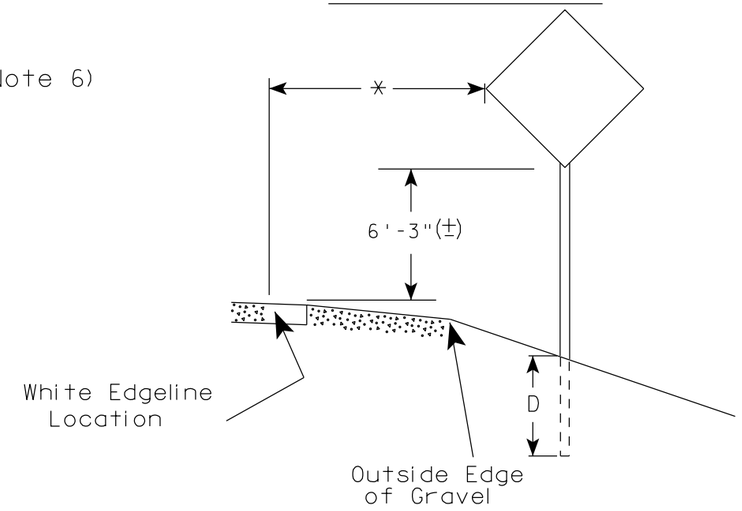
DATE 2/06/14 PLATE 374 A4-2.3

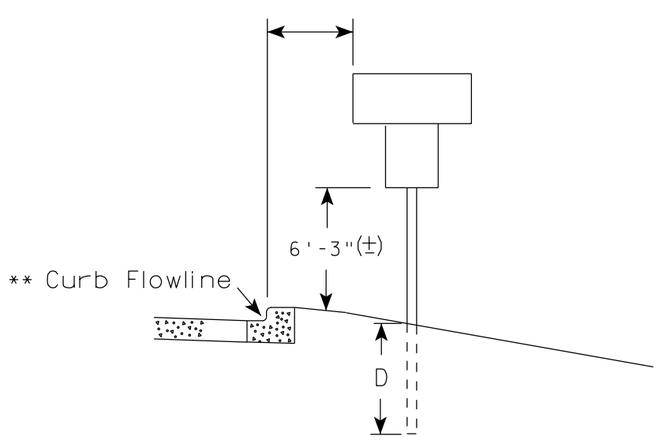
PROJECT NO: | SHEET NO: E

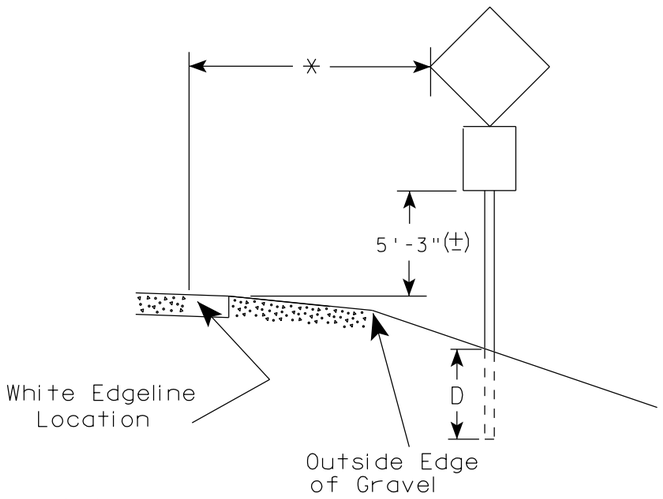
URBAN AREA



RURAL AREA (See Note 2)







GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

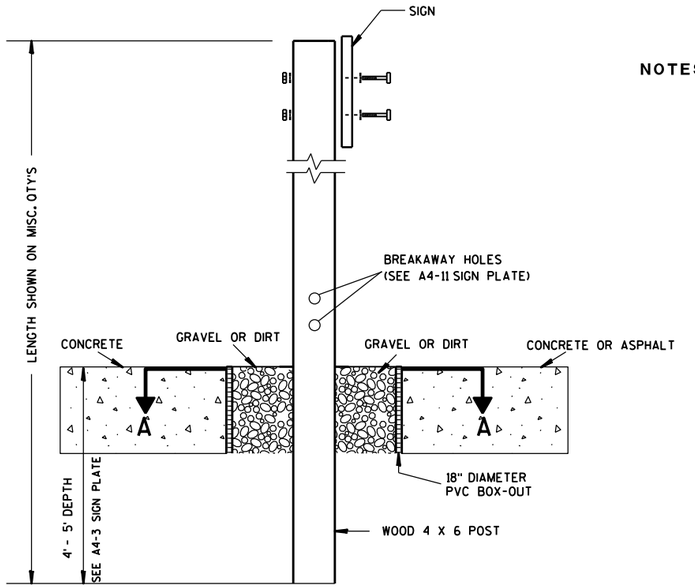
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

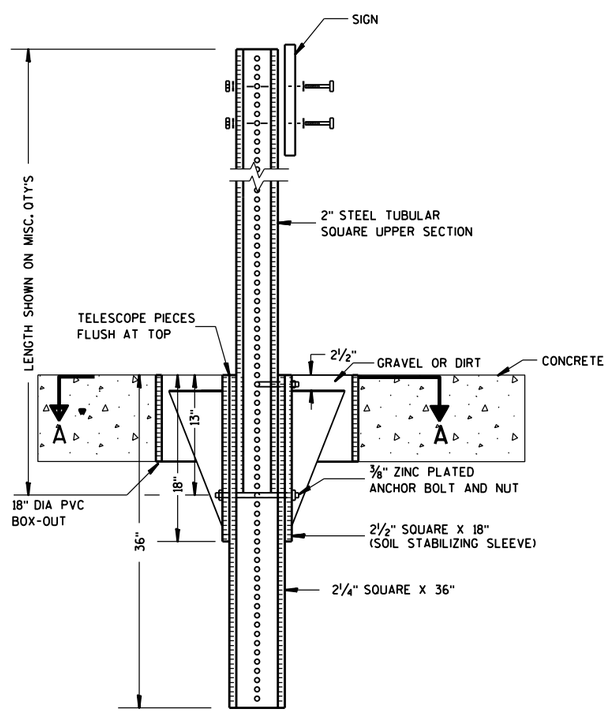
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

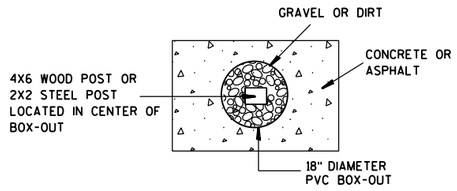
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

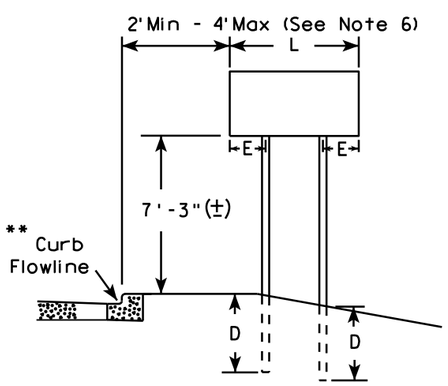
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

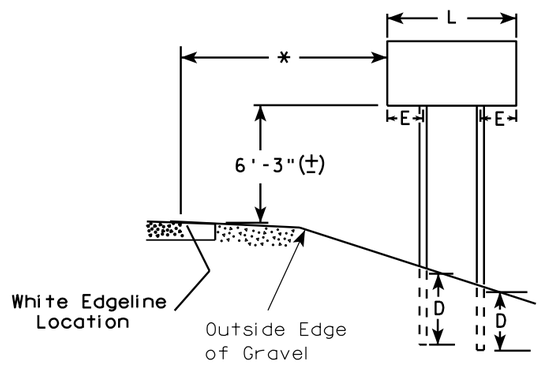
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

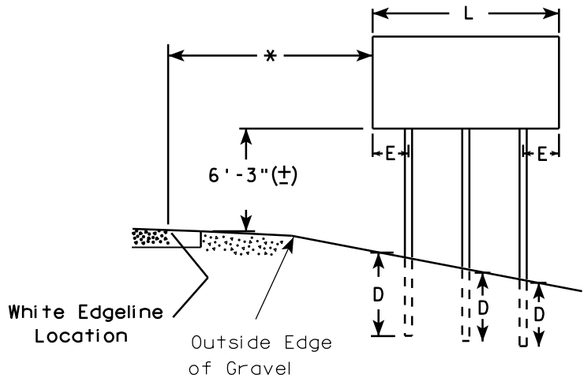
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

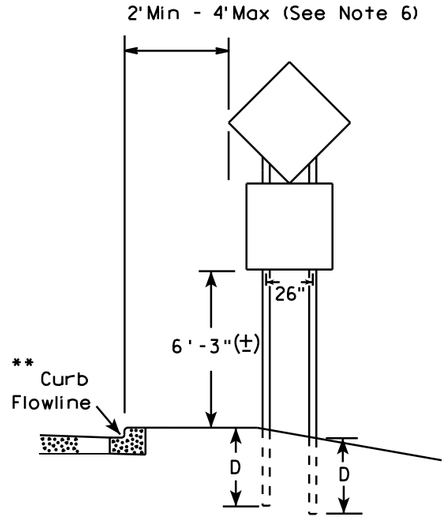
URBAN AREA



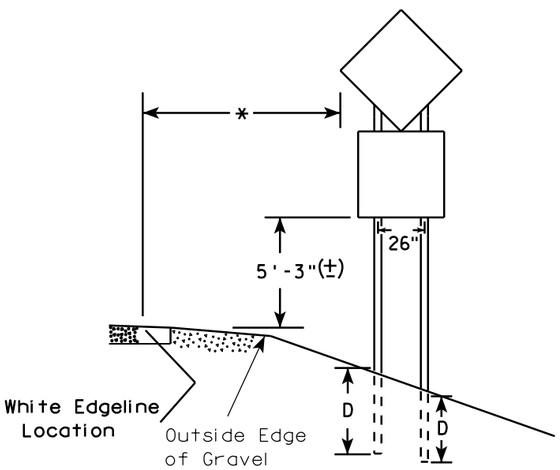
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

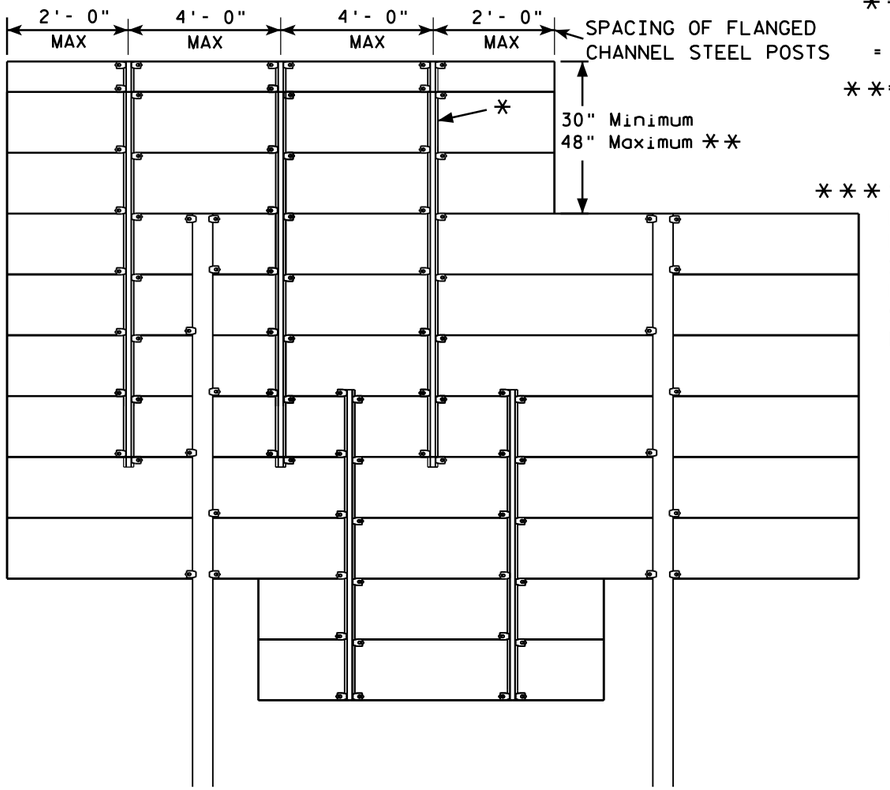
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 14
377

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

GROUND MOUNTED SIGN

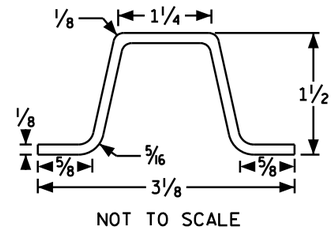


*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

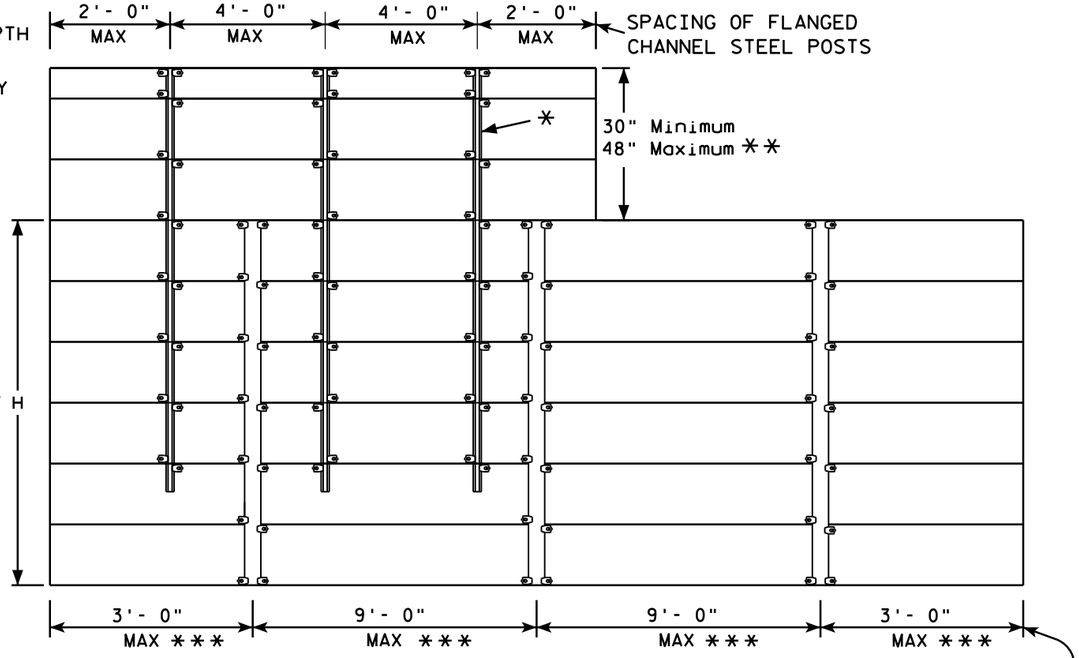
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

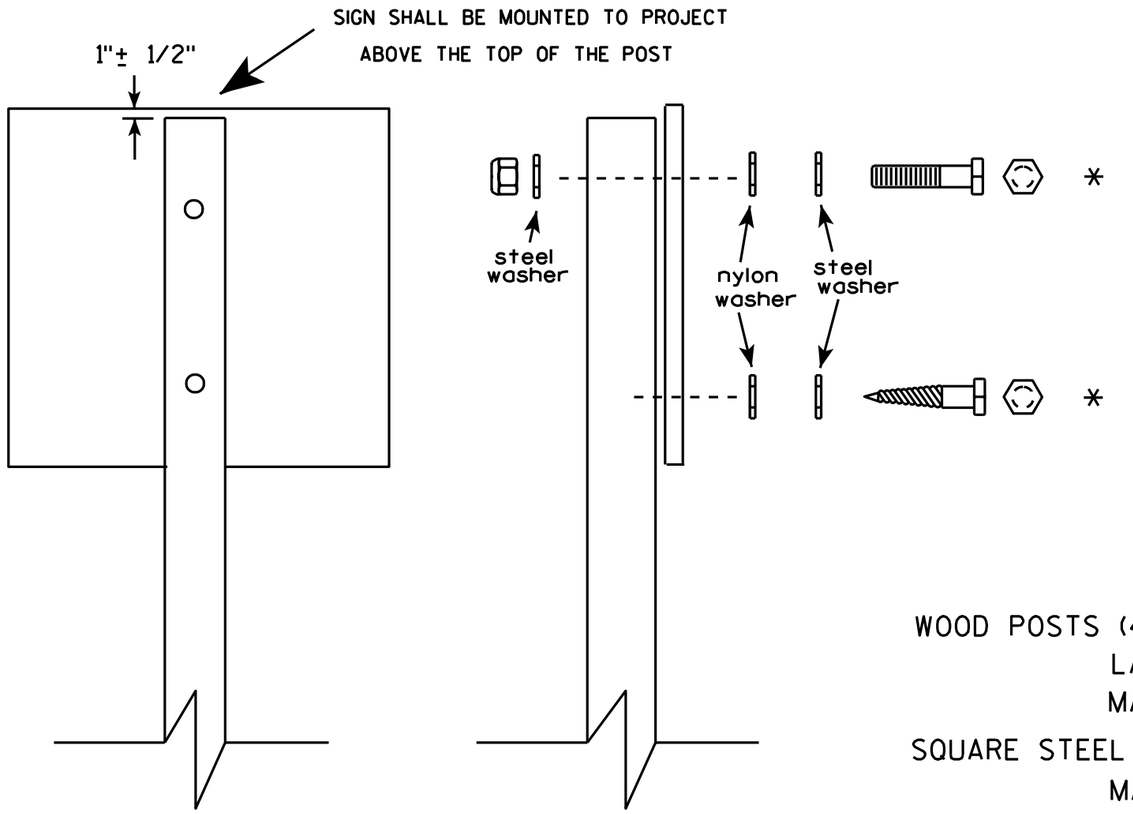
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 12/05/13 PLAT 378 A4-6.12

PROJECT NO: | SHEET NO: E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

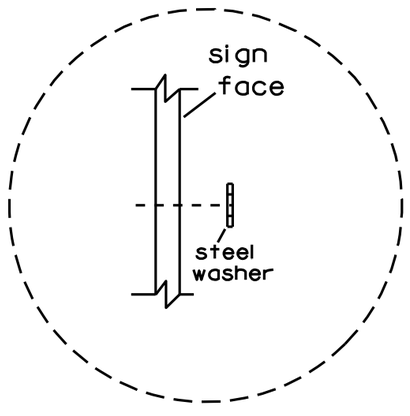
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/10 PLATE NO. A4-8.7

7

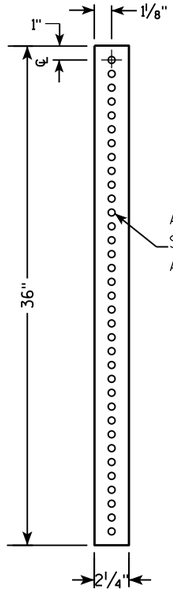
7

PROJECT NO:

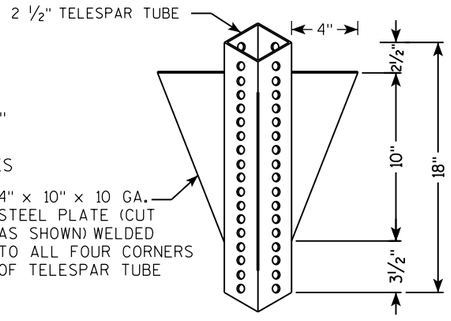
SHEET NO: 379 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

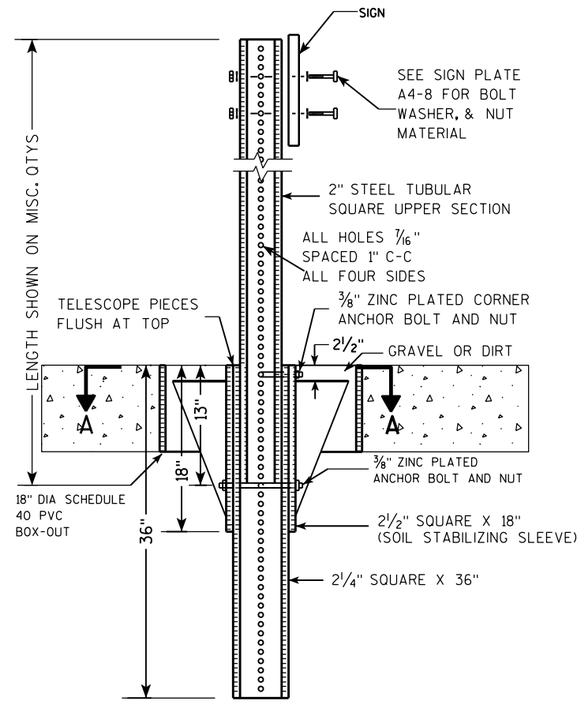
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



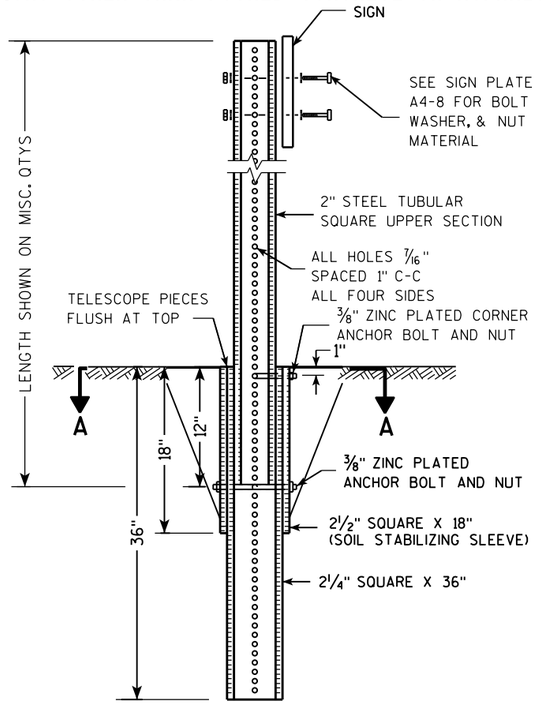
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

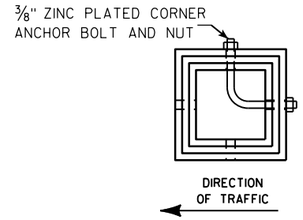


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

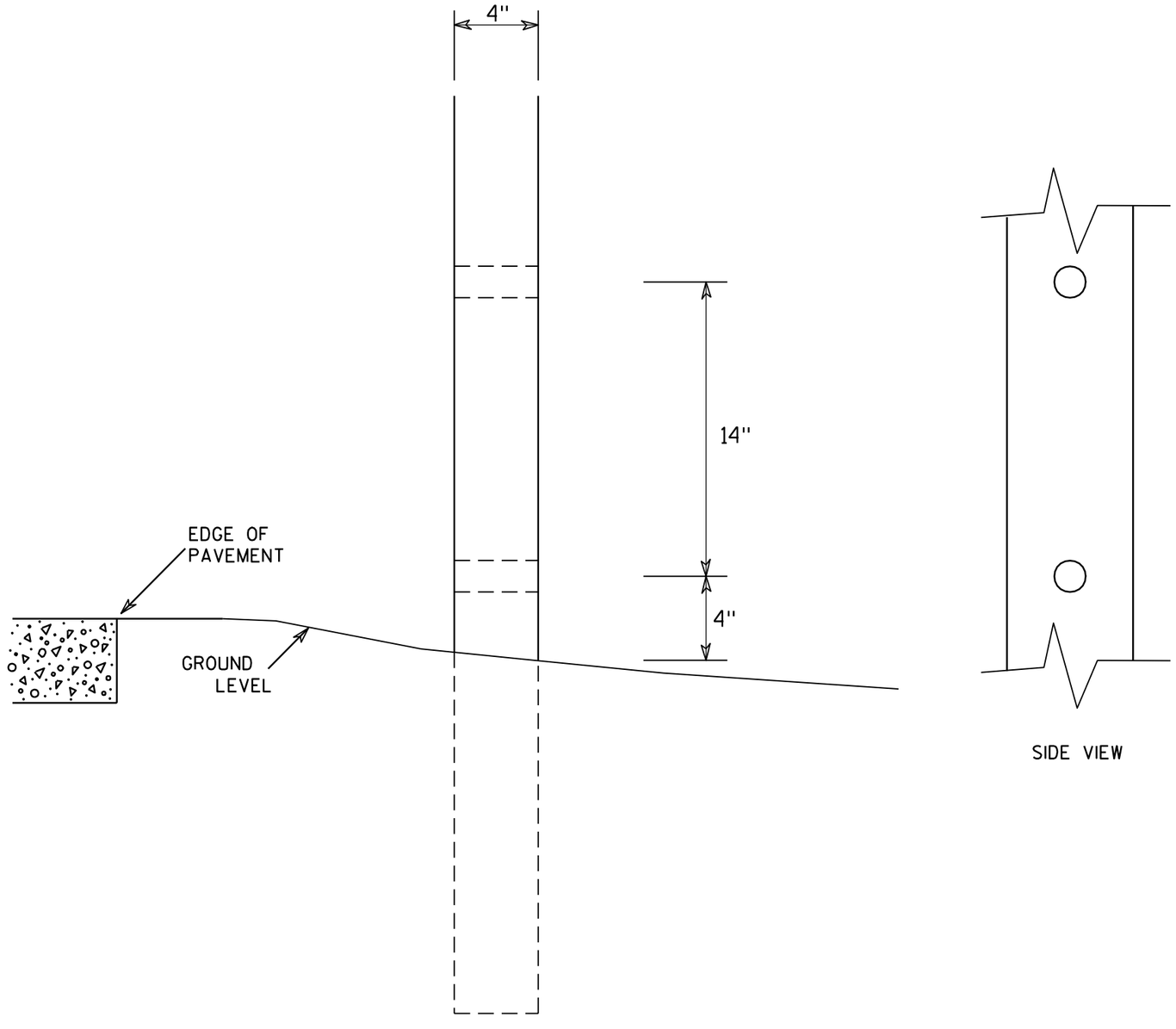
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 380 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

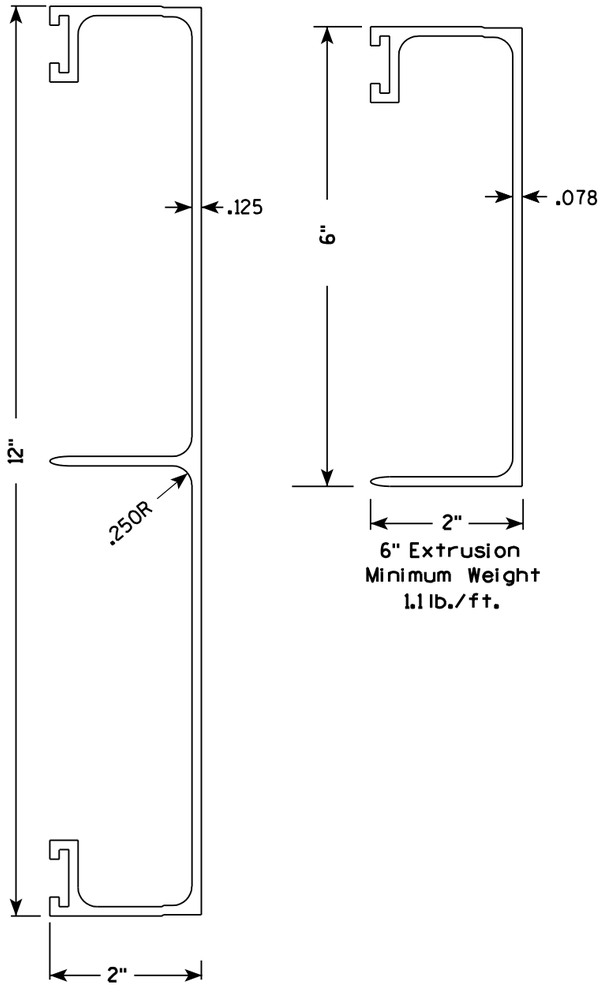
WISCONSIN DEPT OF TRANSPORTATION

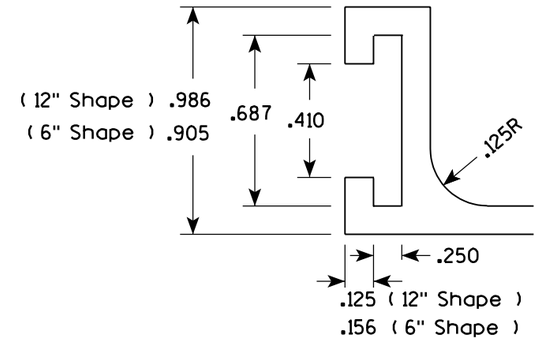
APPROVED Chester J Spang for State Traffic Engineer

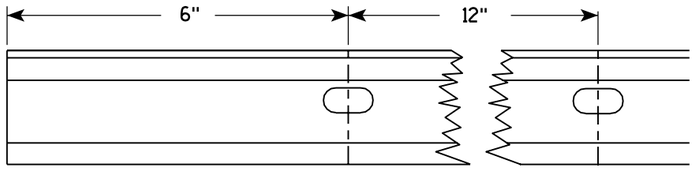
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 381	E

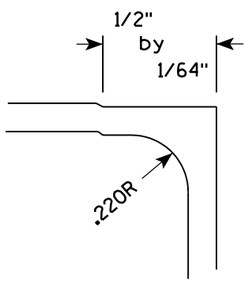
Extruded Shape







Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

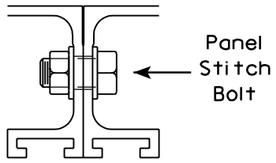


Hardware

STITCH BOLT, WASHER & NUT

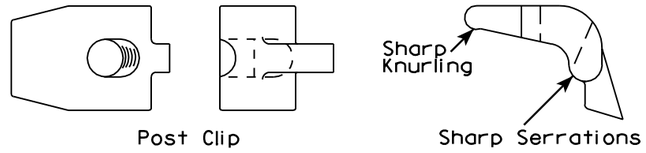
The hardware includes:

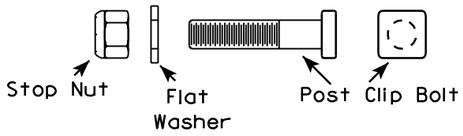
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

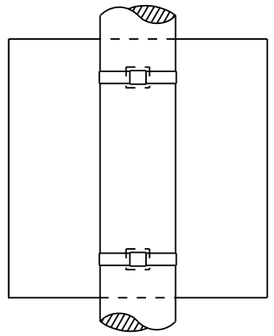
DATE 11/18/99 PLATE NO. A5-2.9

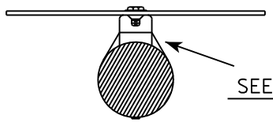
PROJECT NO:

SHEET NO: 382 E

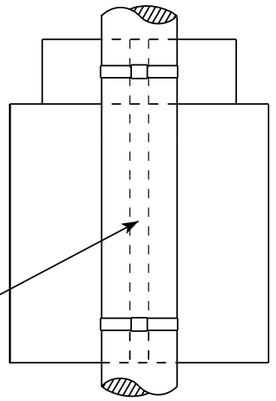
BANDING

SINGLE SIGN



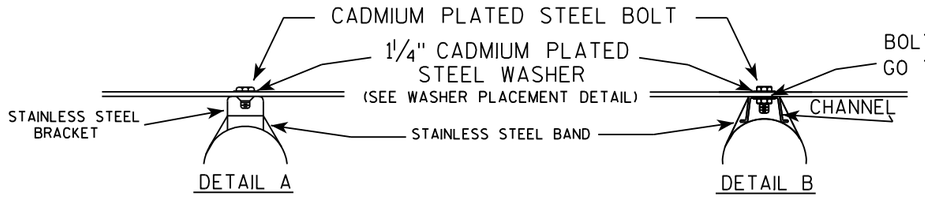


"J" ASSEMBLY

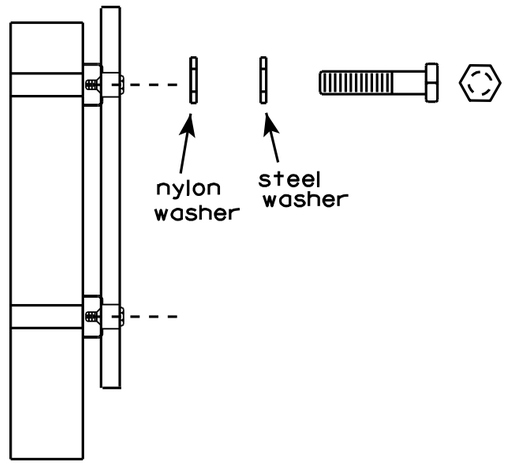


CHANNEL
SEE TYPICAL PANEL INSTALLATION SHEET





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

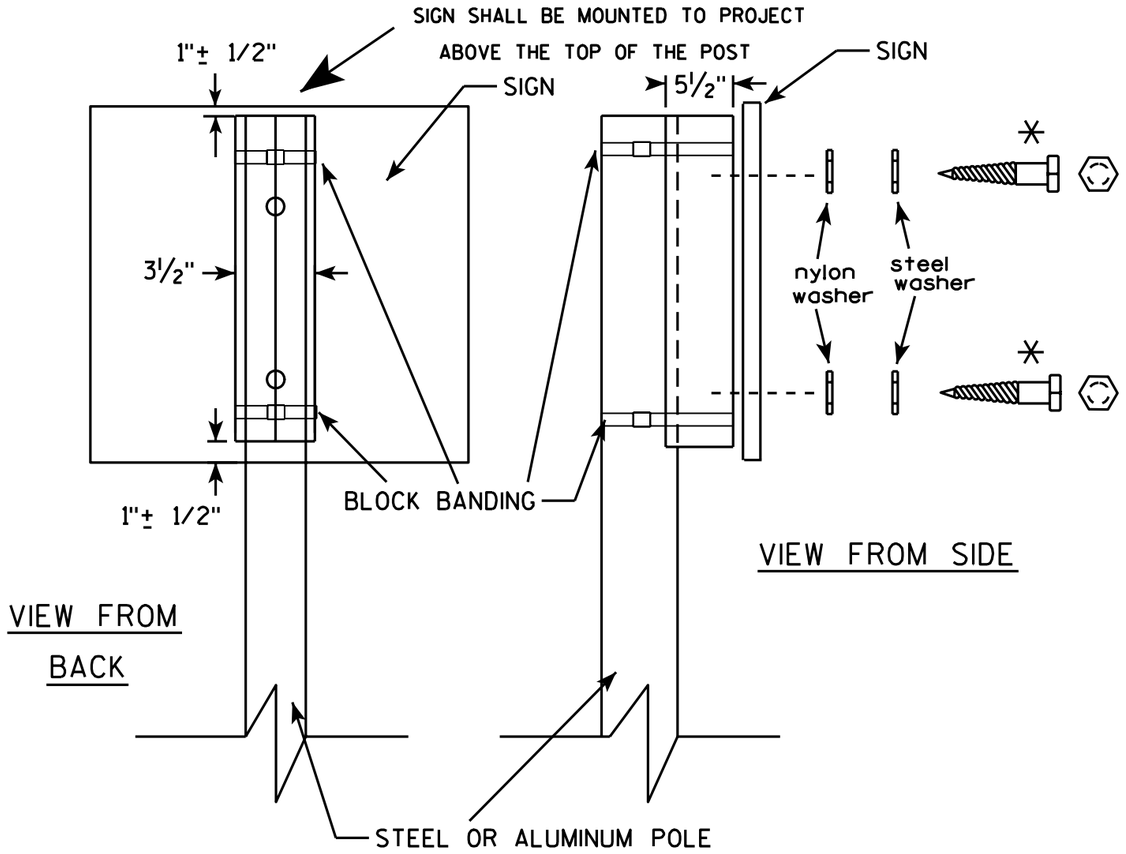
STANDARD SIGN
SIGN BANDING DETAILS

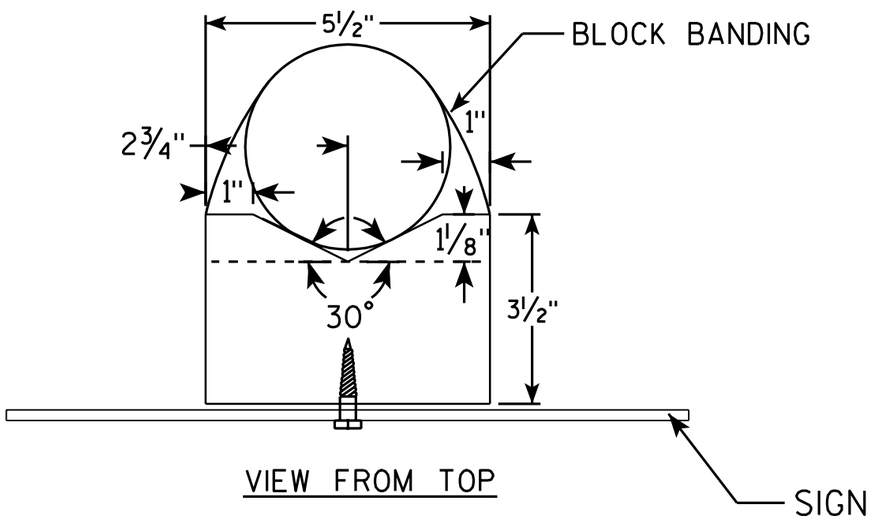
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 383	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

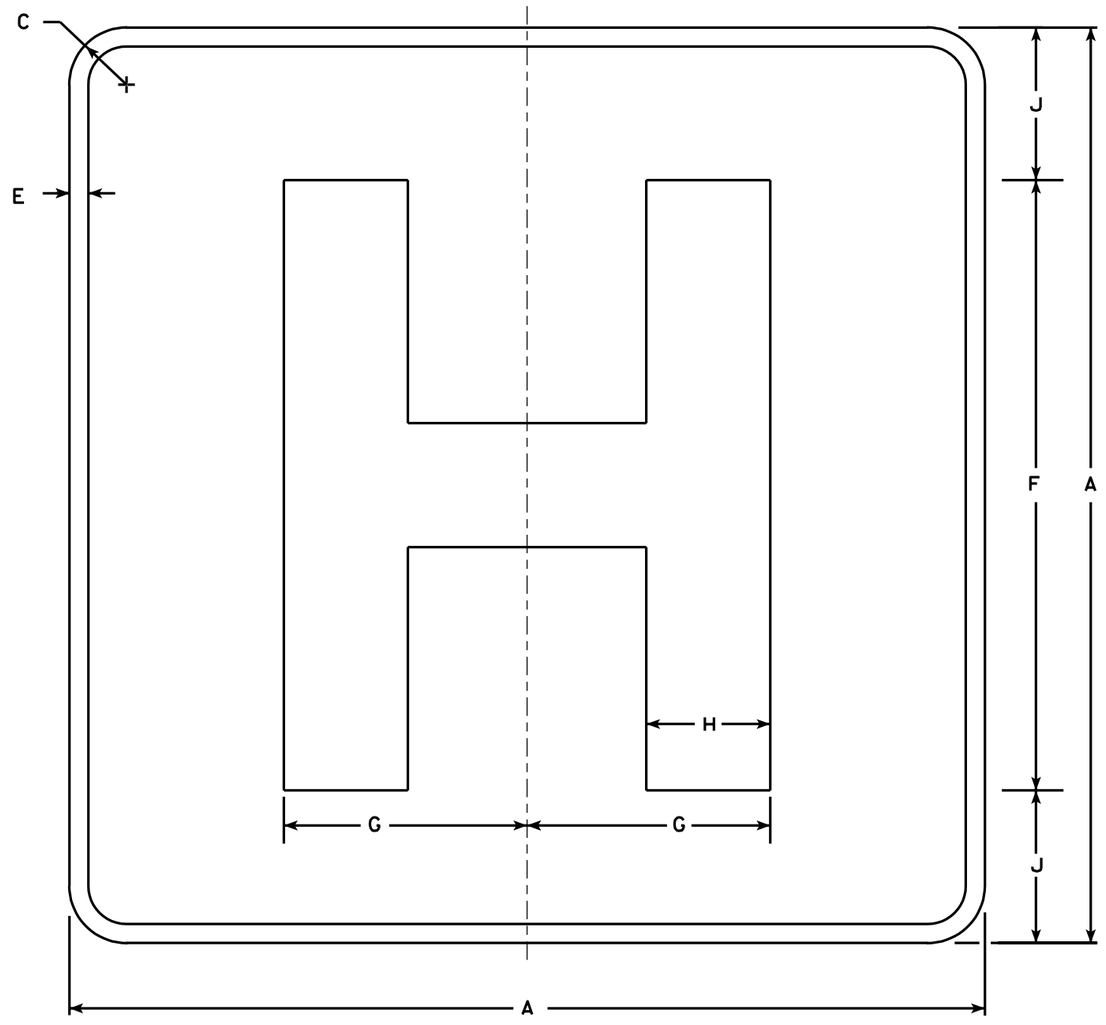
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 384 E



D9-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - E Modified
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	450 mmX 450 mm
2	600 mmX 600 mm
3	900 mmX 900 mm
4	X
5	X

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8		1/2	12	4 3/4	2 3/8		3																	4.0
2	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

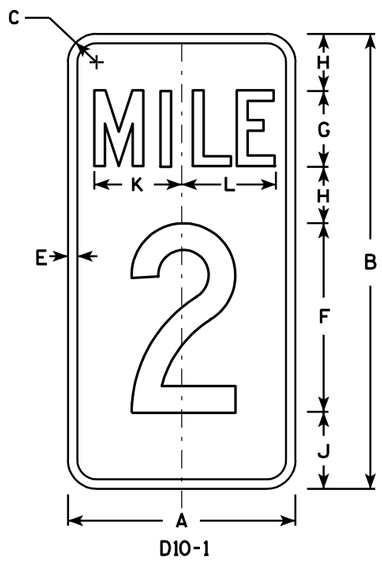
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong
for State Traffic Engineer

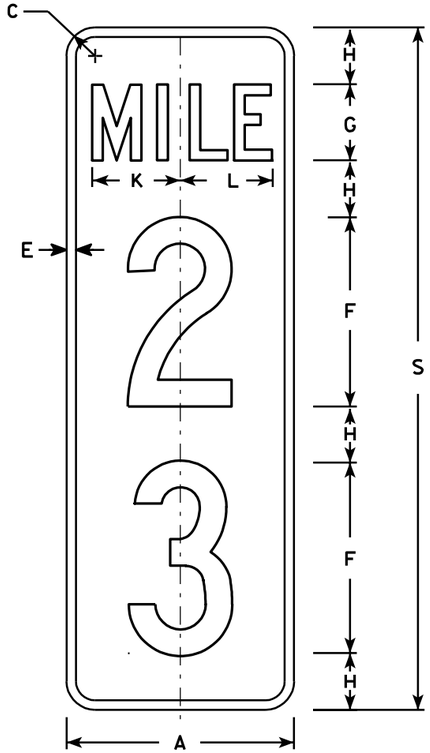
DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

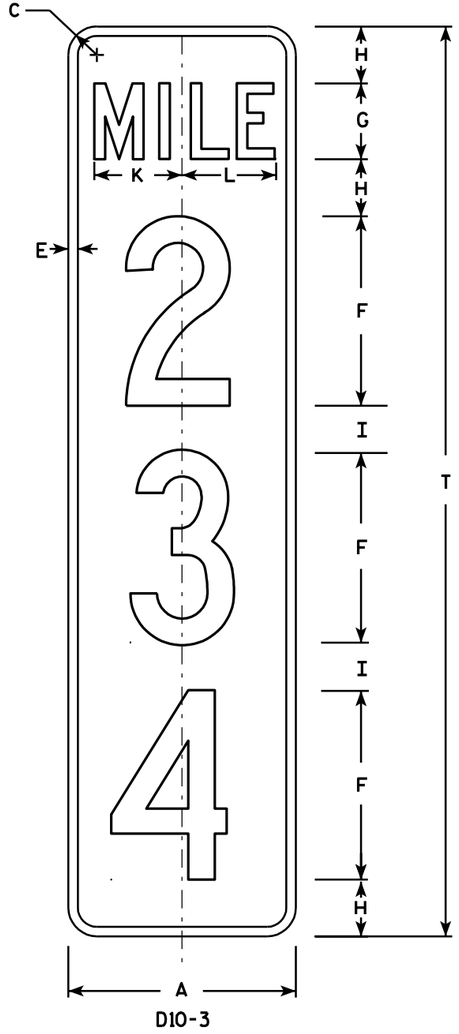
SHEET NO: 385 E



D10-1



D10-2



D10-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Optically adjust numerals about the centerline of the sign to achieve proper balance.

7

Metric equivalent for this sign is:

PHY. SIZE	
12 X 24	300 mm X 600 mm
12 X 36	300 mm X 900 mm
12 X 48	300 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1																										
2																										
3																										
4	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						
5	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						

D10-1	D10-2	D10-3
Area sq. ft.	Area sq. ft.	Area sq. ft.
2.0	3.0	4.0
Area m2	Area m2	Area m2
.19	.28	.38

STANDARD SIGN
D10-1 , D10-2 & D10-3

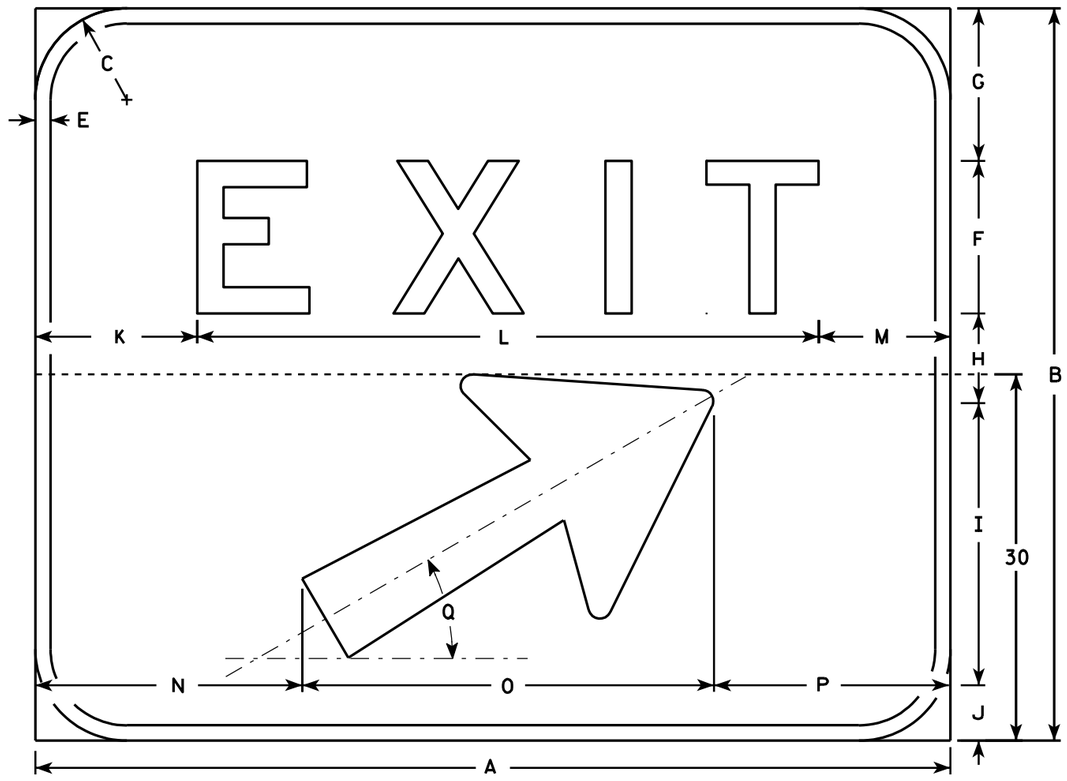
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for Director, Office of Traffic

DATE 1/16/02 PLATE NO. D10-3.2

PROJECT NO:

SHEET NO: 386 E



E5-1

NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but borders shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces for the 72 x 60 size as shown on the detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. As per the Standard Spec's, this sign shall not have a vertical joint.

Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	1500 mm X 1200 mm
5	1800 mm X 1500 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2																												
3																												
4	60	48	6		1	10	10	5 7/8	18 1/2	3 5/8	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°										20.0	1.80
5	72	60	6		1	12	12	10	18 1/2	7 1/2	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°										30.0	2.70

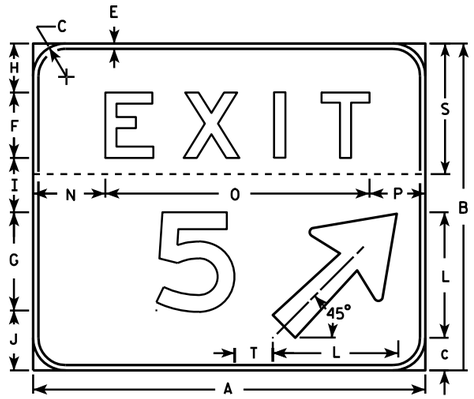
STANDARD SIGN
E5 - 1

WISCONSIN DEPT OF TRANSPORTATION

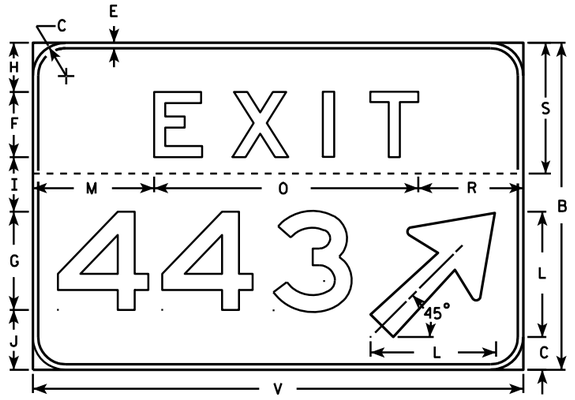
APPROVED Chester J Spang for State Traffic Engineer

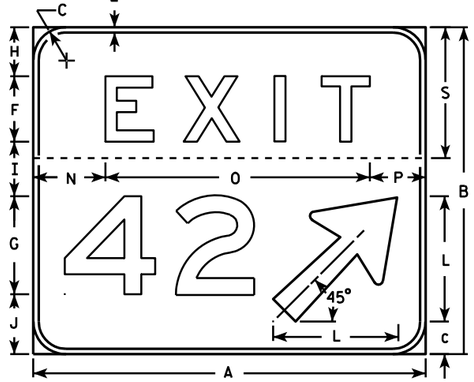
DATE 6/22/00 PLATE NO. E5-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 387	E

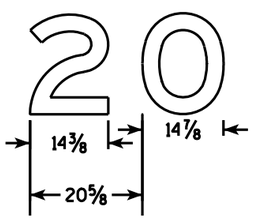


NOTE: T diminision shall be measured from the back of the number to the front of the arrow





EXAMPLE FOR USING SPACING CHART



NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but the border shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces as shown on each detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
8. As per the Standard Spec's, these signs shall not have a vertical joint.

SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8			
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14			
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8			
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4			
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8			
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8			
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8			
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4			
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8			
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4			
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 7/8	23	22 1/4	13 1/4	48 1/2	10 1/4		19 1/4	24	7		90		96	7 1/2	

1-2 Digit Bid Area	3 Digit Bid Area
Sq. Ft.	
30	37.5

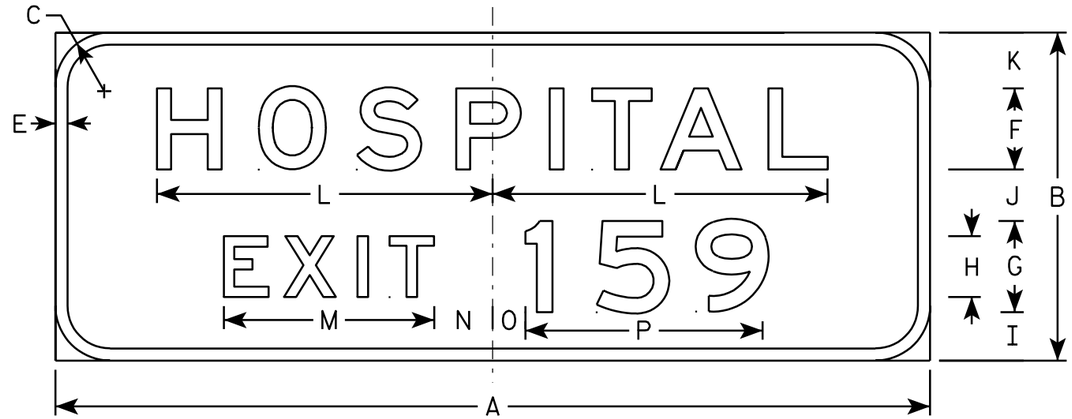
STANDARD SIGN
E5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/11/10 PLATE NO. E5-1A.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 388 | E



E10-61

NOTES

1. Sign is Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, other than extrusions, the corners and borders shall be rounded.
5. Apply proper Exit Numbers and letters, optically adjust spacing to achieve proper balance.

7

Metric equivalent for this sign is:

SIZE	
1	
2	3600 mm X 1350 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	144	54	9		2	13 3/8	15	10	8	8 1/2	9 1/4	55 1/4	34 5/8	9 5/8	5 3/8	39											54	4.86
3																												
4																												
5																												

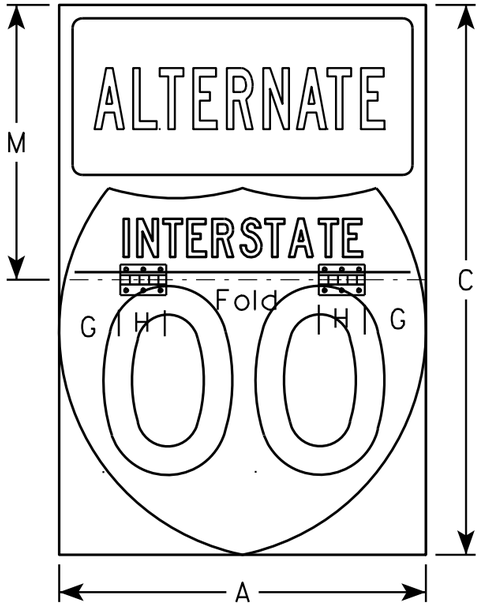
TYPICAL SIGNS
E10-61

WISCONSIN DEPT OF TRANSPORTATION

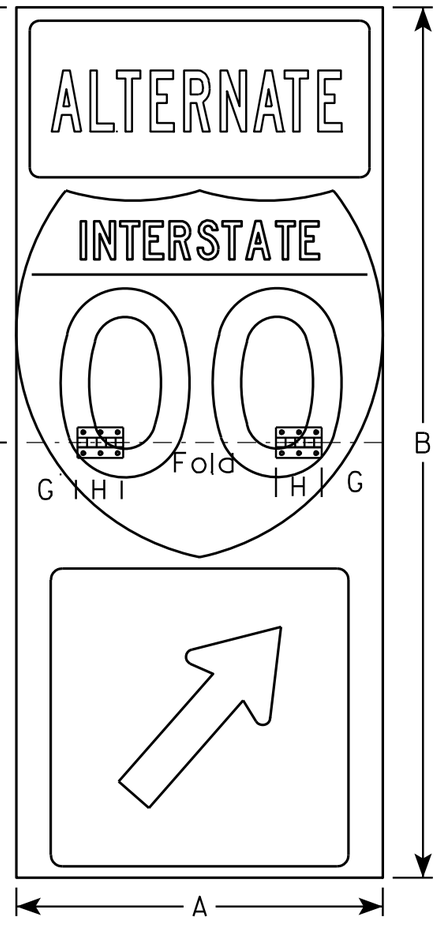
APPROVED Matthew R Rauch
for State Traffic Engineer

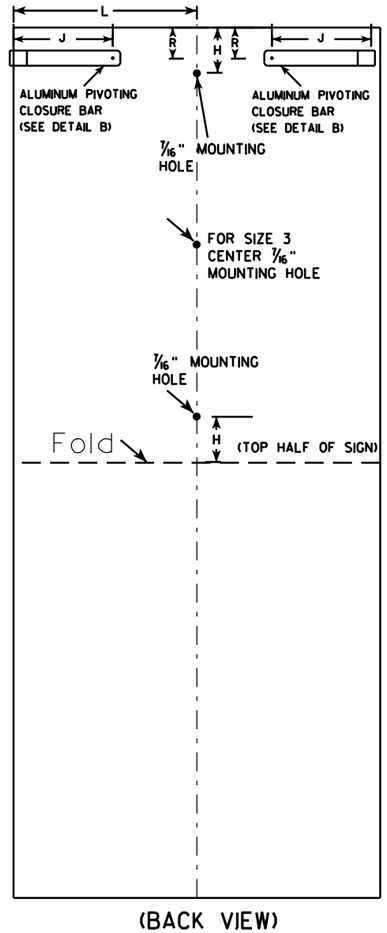
DATE 12/8/08 PLATE NO. E10-61.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 389	E



SIZE	Area sq. ft.
1	
2	6.0
3	13.5



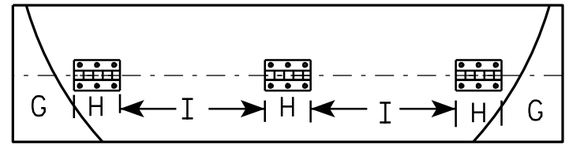


(BACK VIEW)

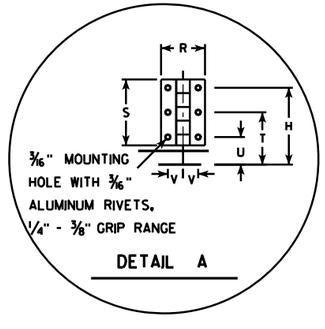
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - *
   Message - *
3. Message Series - C
4. Sign Base Material shall be aluminum and borders shall be rounded.
5. All hardware used on the folding sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.
6. Size 3 shall have 3 hinges see detail below

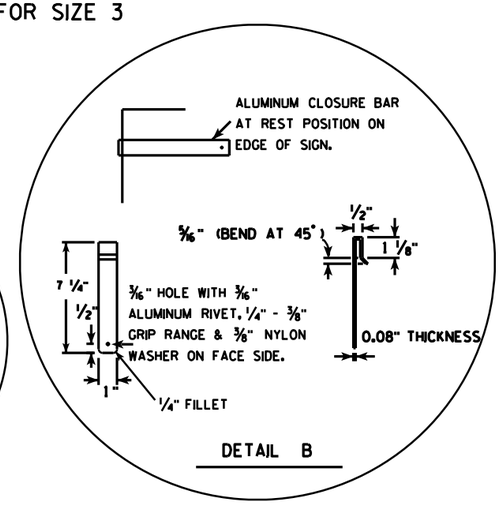
* See Appropriate Route Shield, Cardinals, Arrow, and A2-1S Sign Plates.



HINGE PLACEMENT FOR SIZE 3



DETAIL A



DETAIL B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	57	36				4	3		6 1/2	28 1/2	12	18					2	3	2 5/8	1 1/4	11/16					9.5
3	36	81	54				4	3	9 1/2	6 1/2	40 1/2	18	27					2	3	2 5/8	1 1/4	11/16					20.25
4																											
5																											

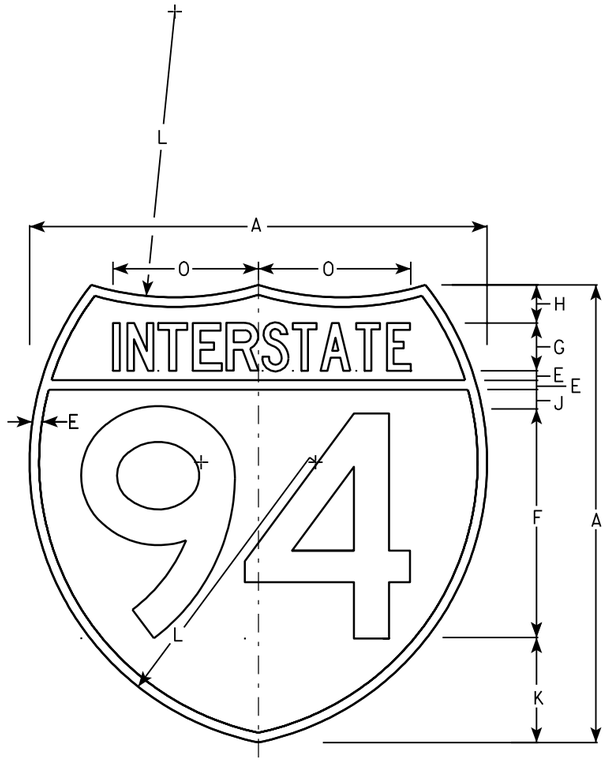
STANDARD SIGN
JV-F

WISCONSIN DEPT OF TRANSPORTATION

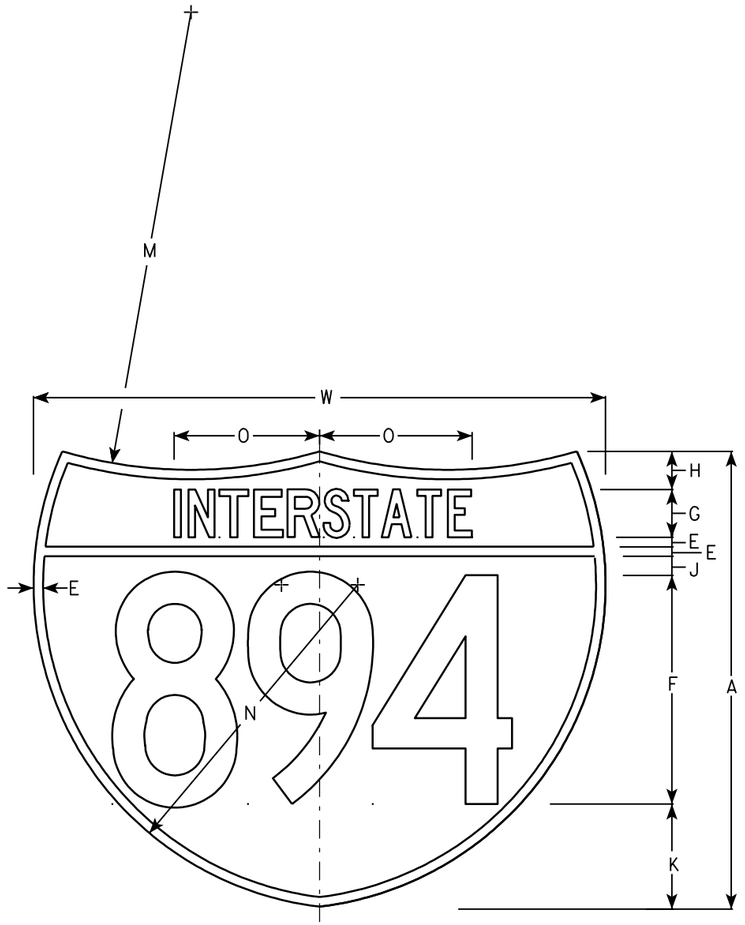
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/12 PLATE NO. JV-F.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 390 | E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

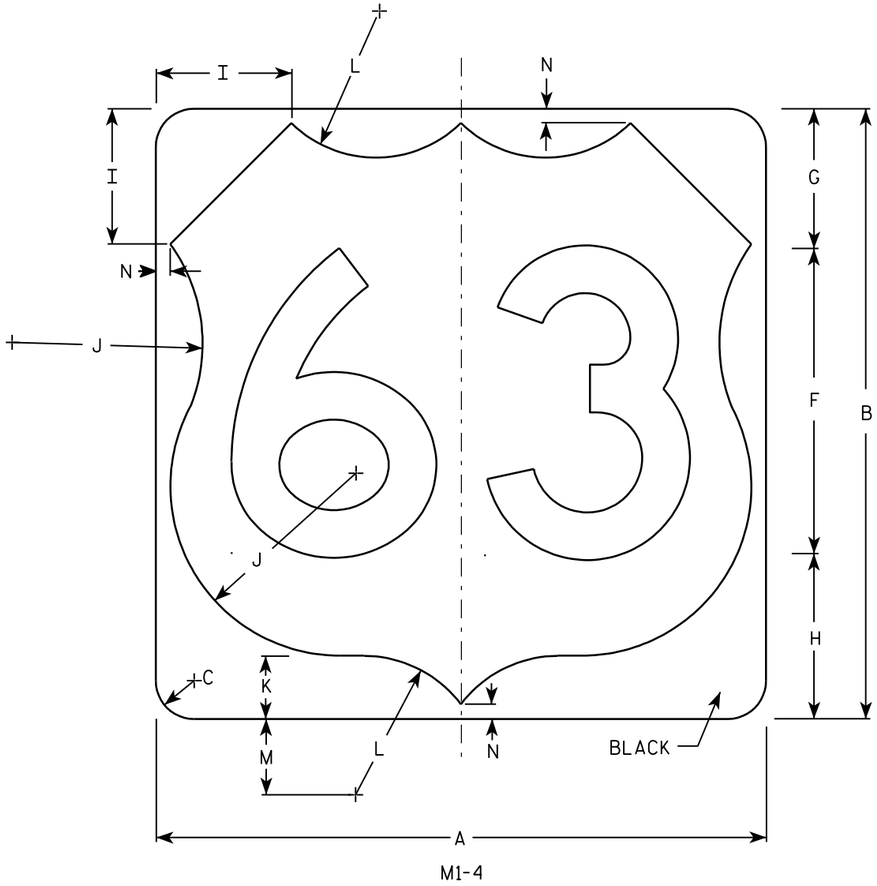
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

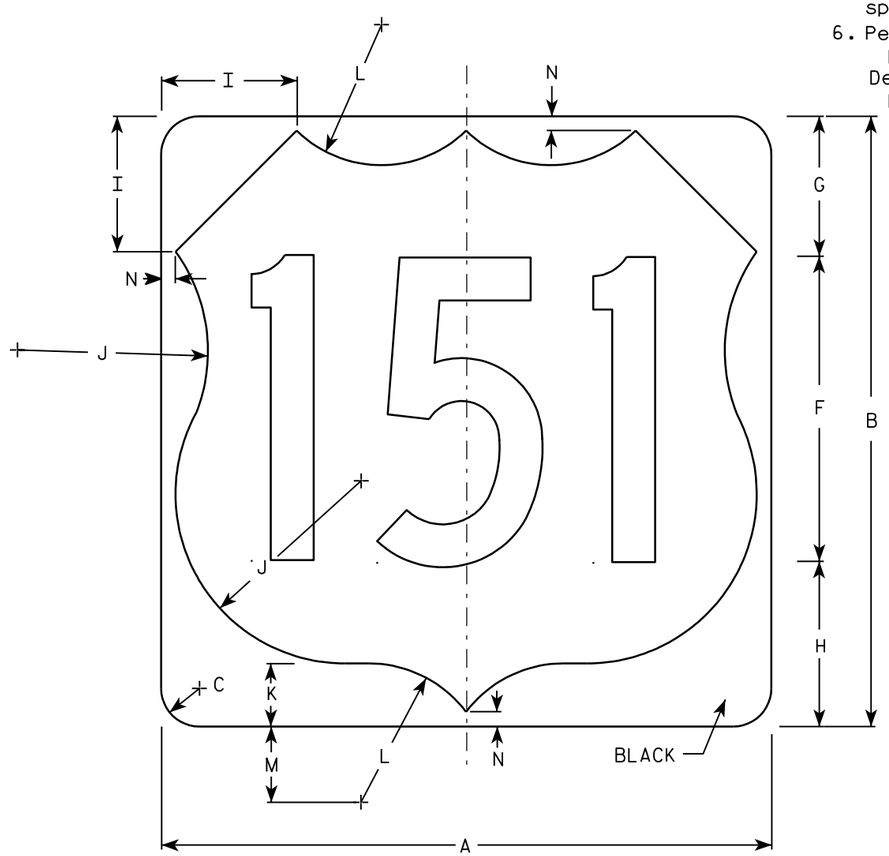
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 391	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

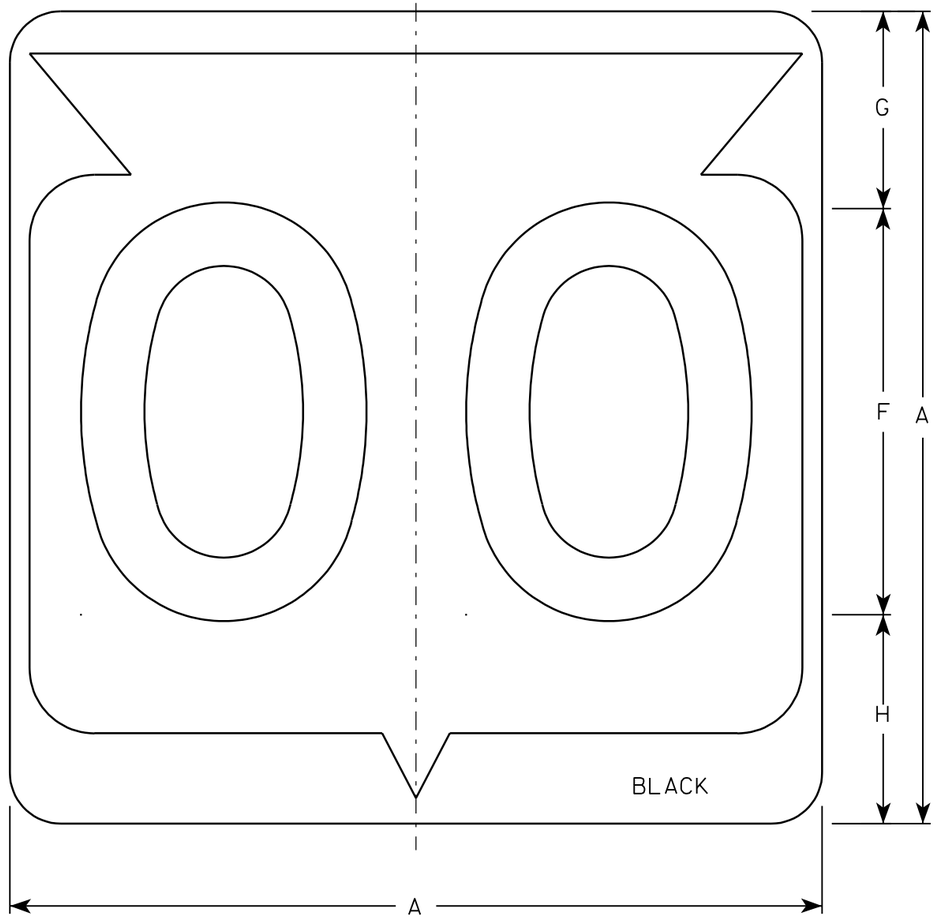
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

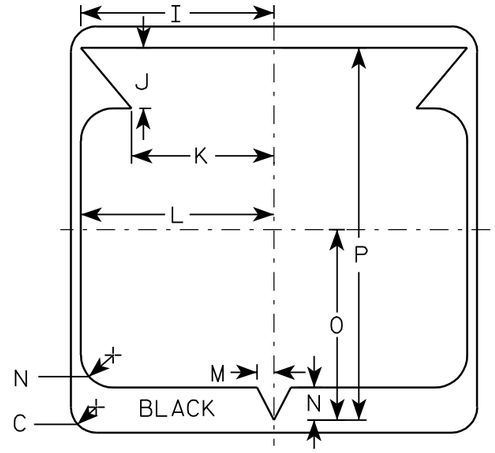
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 392 | E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

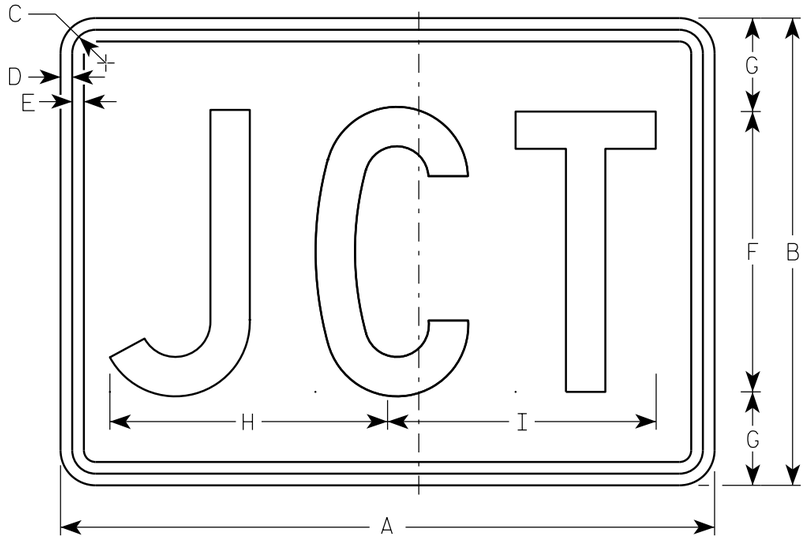
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

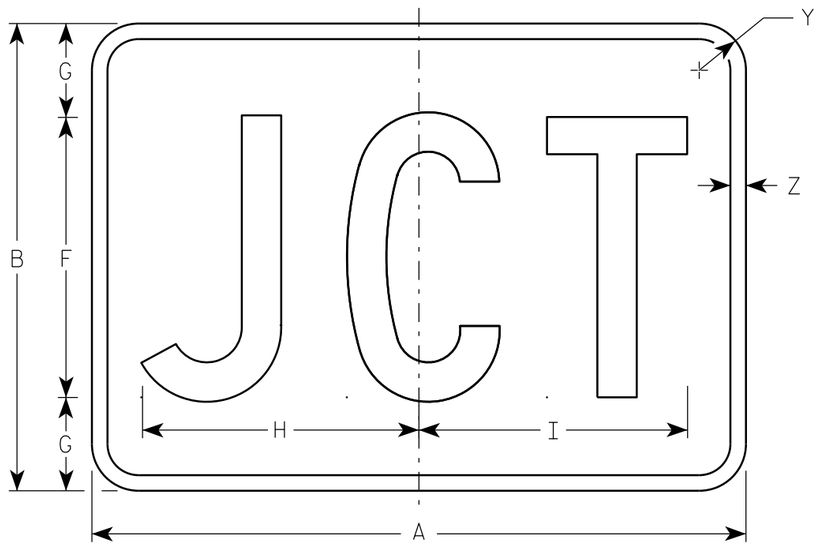
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 393	E



M2-1
MK2-1
MM2-1
MN2-1
MR2-1



MB2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

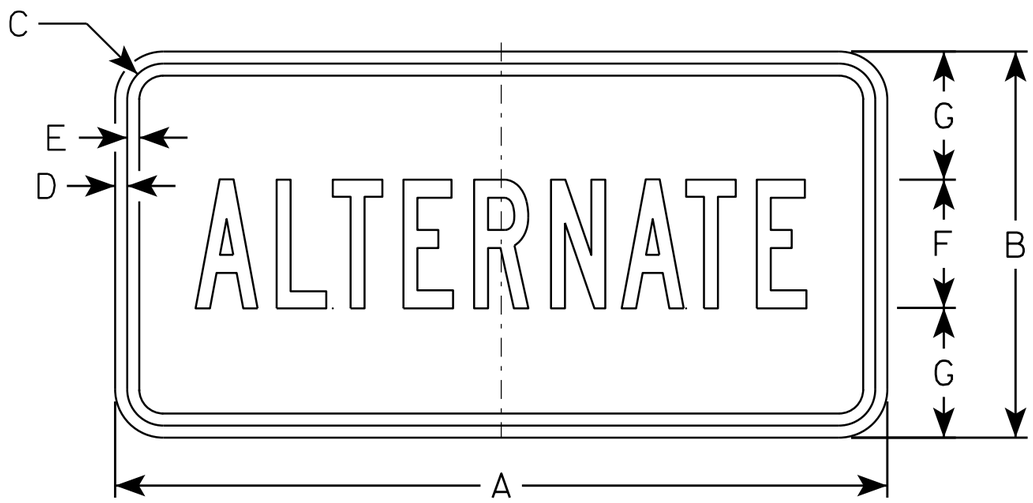
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

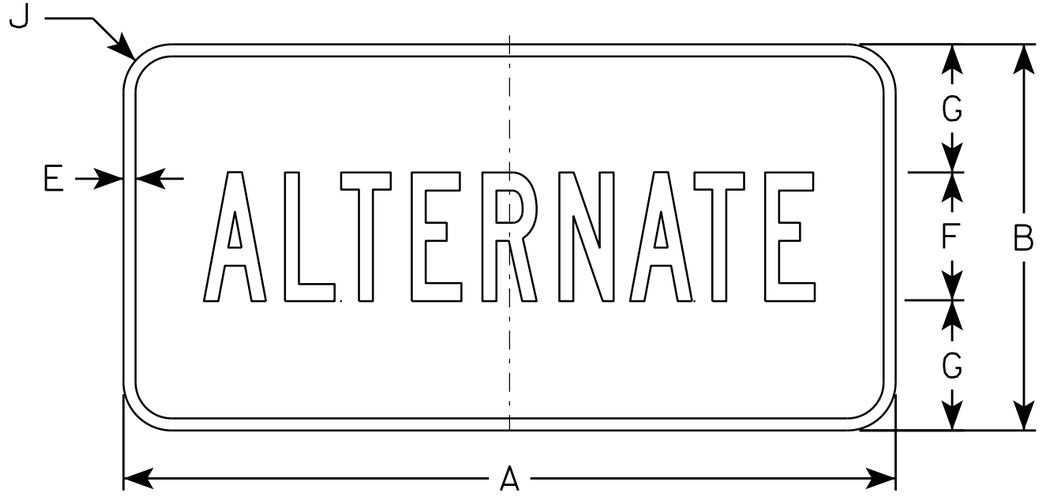
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/30/14 PLATE 394 12-1.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M4-1
M04-1



MB4-1

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See Note 5
   Message - See note 5
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-1 Background - White
   Message - Black

   MB4-1 Background - Blue
   Message - White

   M04-1 Background - Orange - Type F
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	4	4	9 3/4	9 1/2	1 1/2																	2.00
3	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
4	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
5	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5

STANDARD SIGN
M4-1

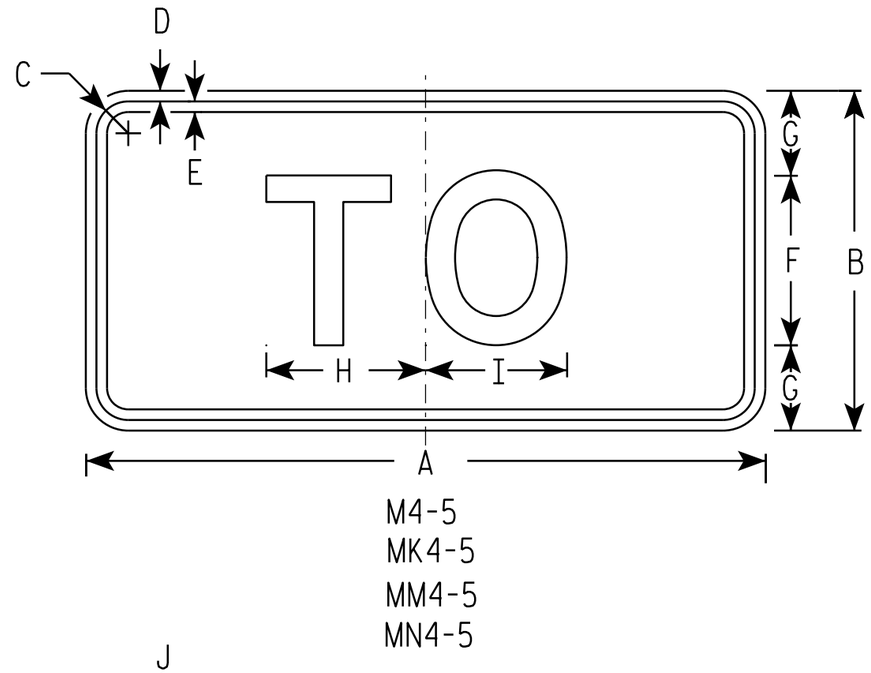
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

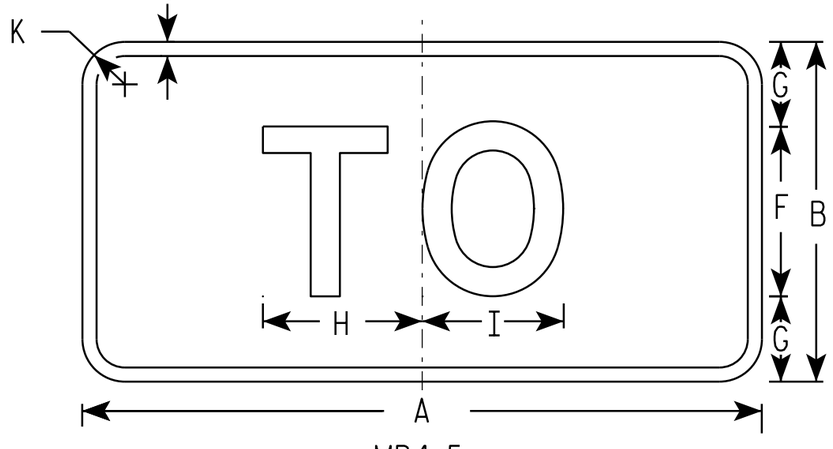
DATE 6/30/14 PLATE 14-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M41.DGN PLOT DATE : 30-JUN-2014 15:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 4.708937:1.000000 WISDOT/CADDS SHEET 42



M4-5
MK4-5
MM4-5
MN4-5



MB4-5

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-5

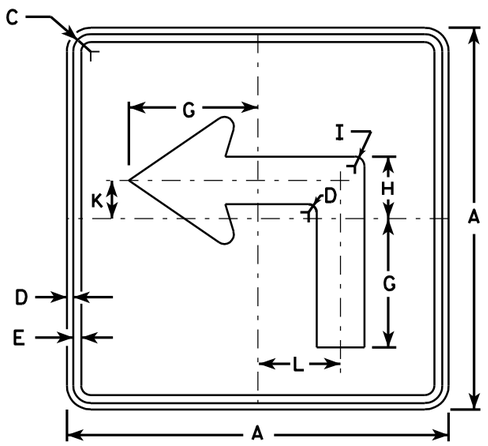
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

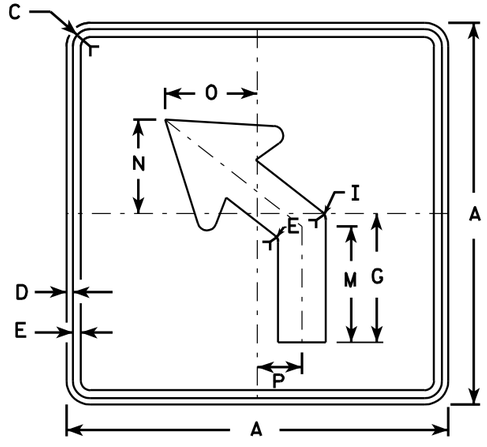
DATE 6/30/14 PLATE M4-5.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

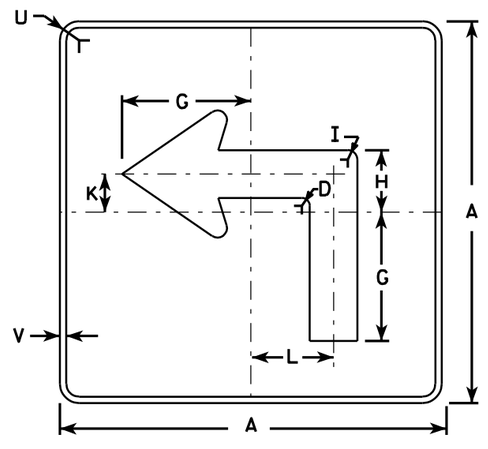
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M45.DGN PLOT DATE : 30-JUN-2014 12:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.351066:1.000000
WISDOT/CADDS SHEET 42



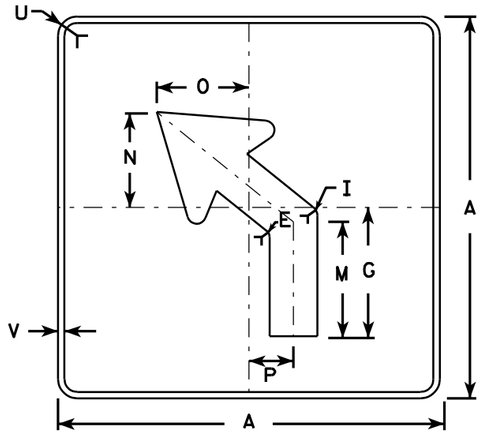
M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



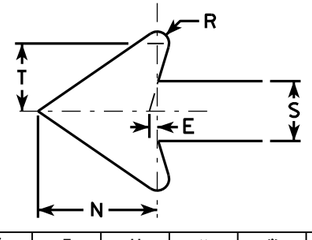
M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L



MB5-1L
MG5-1L
MN5-1L



MB5-2L
MG5-2L
MN5-2L



NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White - Type H Reflective
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White - Type H Reflective
   MG5-1 and MG5-2 Background - Green
   Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green
   Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 1/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 1/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 1/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

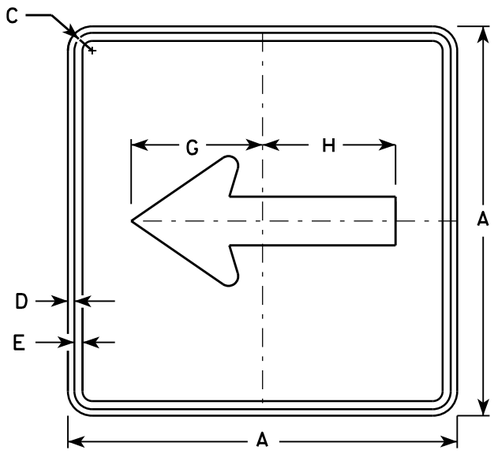
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

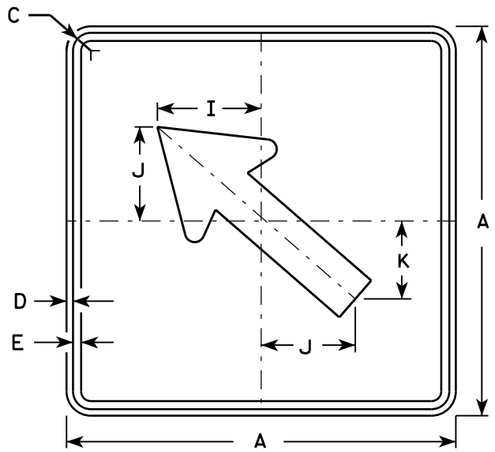
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 397	E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 29-JUL-2013 13:34 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.908552:1.000000
WISDOT/CADDS SHEET 42



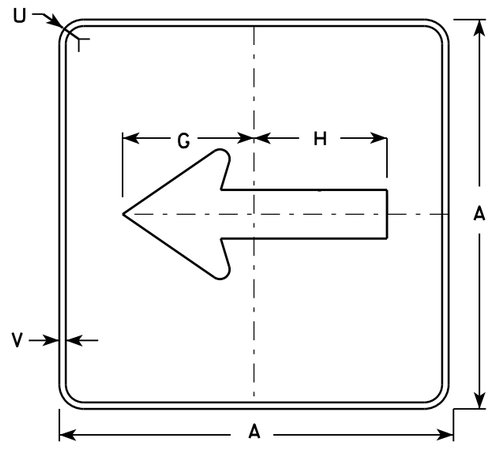
M6-1
MK6-1
MM6-1
MN6-1
MO6-1
MP6-1
MR6-1



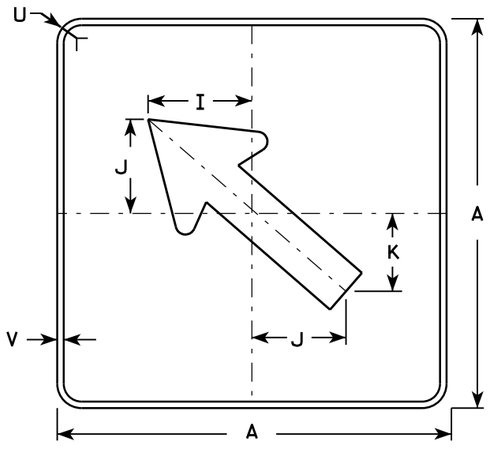
M6-2
MK6-2
MM6-2
MN6-2
MO6-2
MP6-2
MR6-2

NOTES

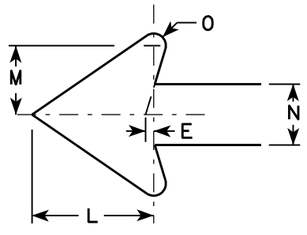
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MG6-1 and MG6-2 Background - Green
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1



MB6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

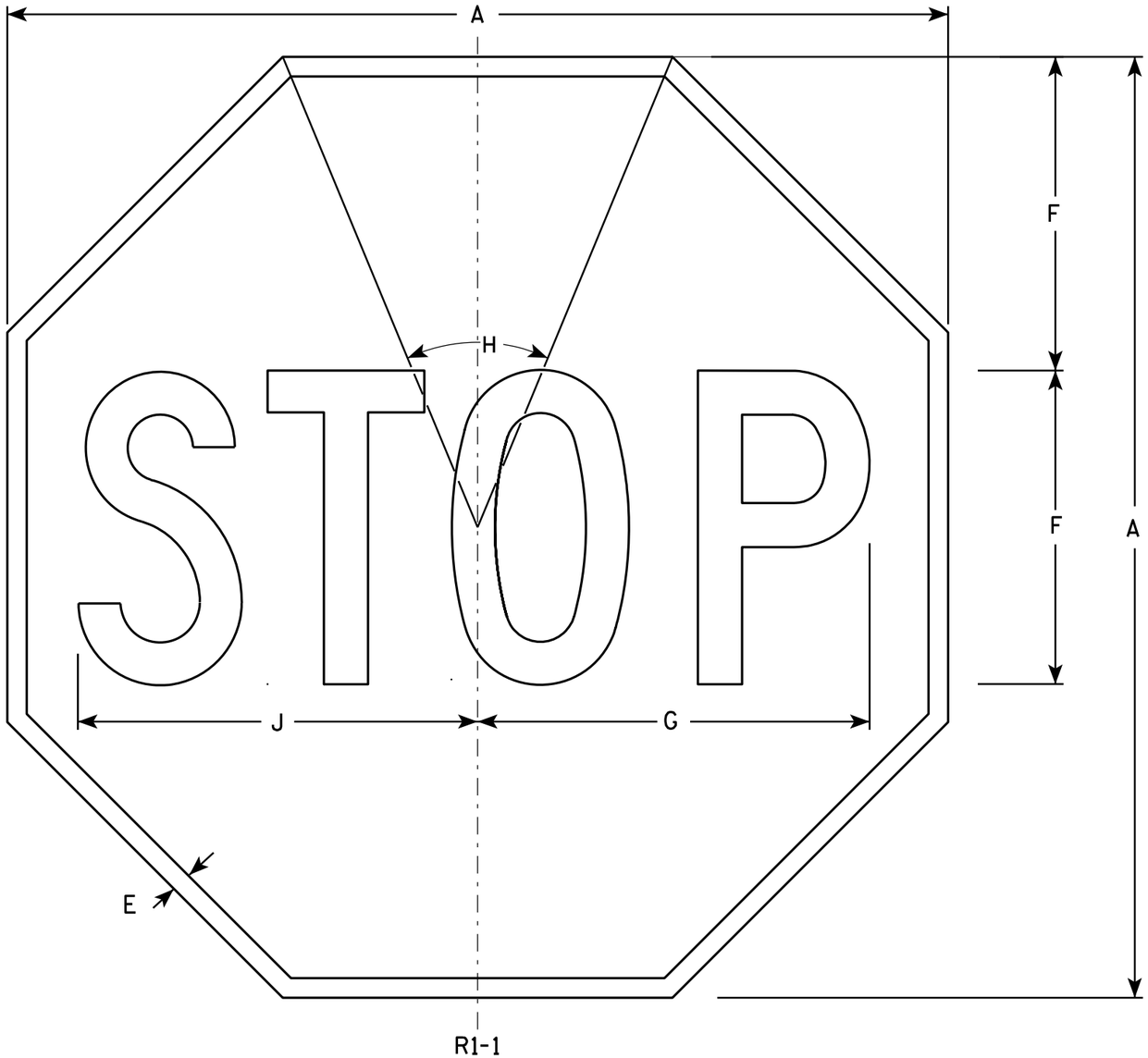
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/03/14 PLATE 398 M6-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 03-JUL-2014 14:28 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

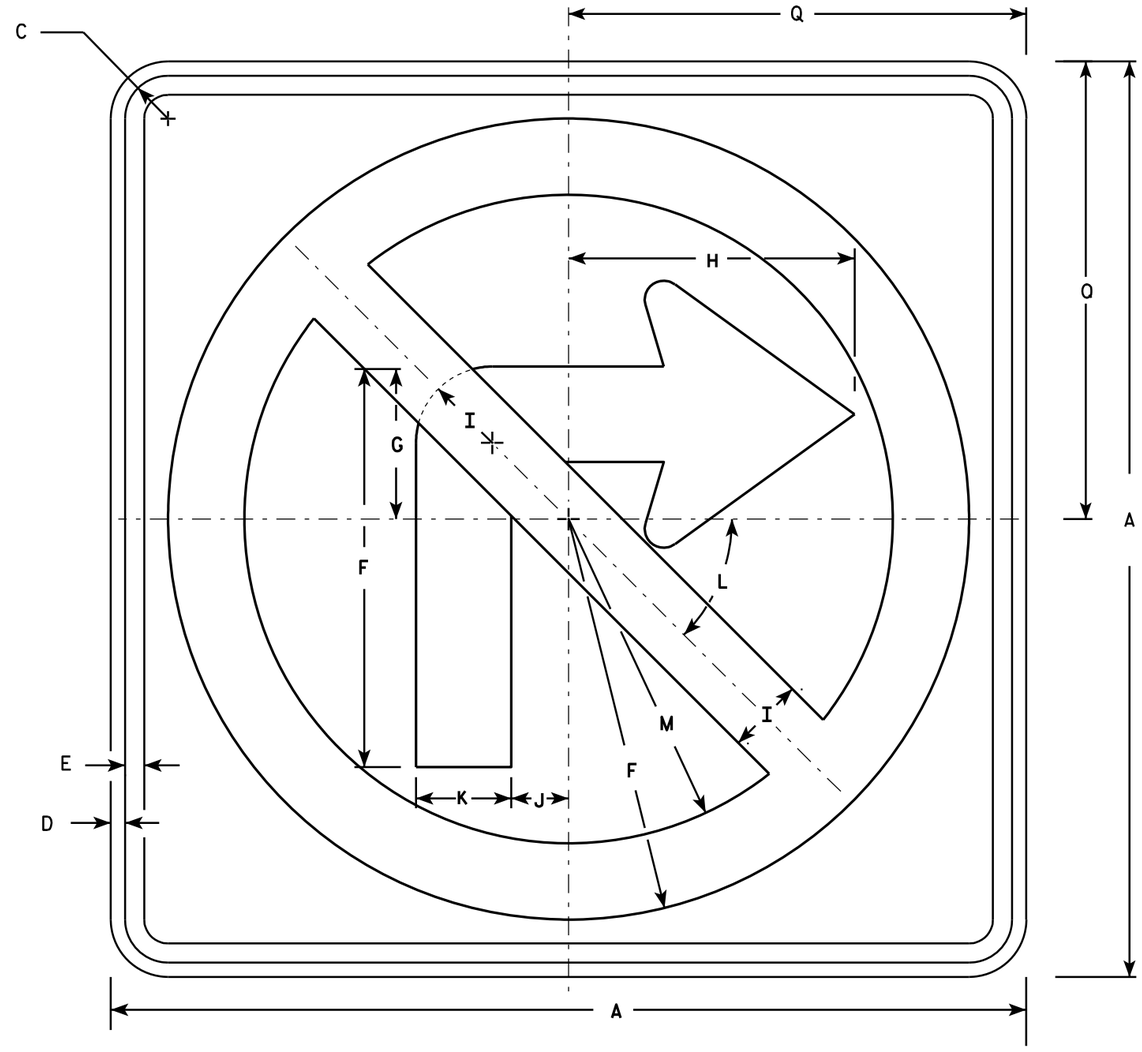
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

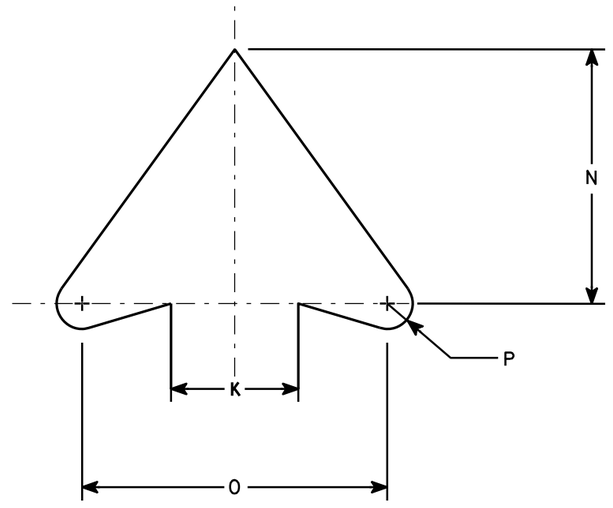
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 399	E



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

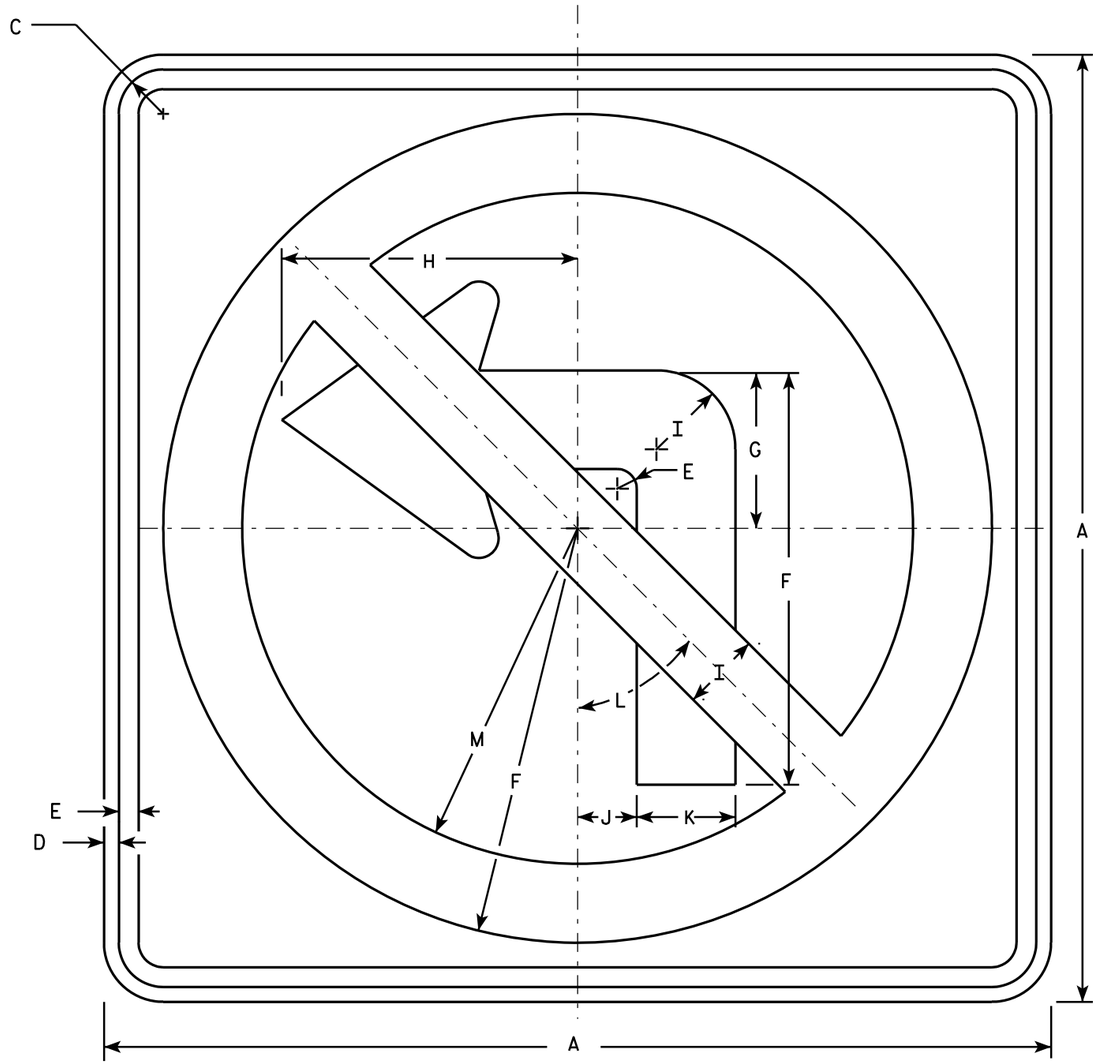
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

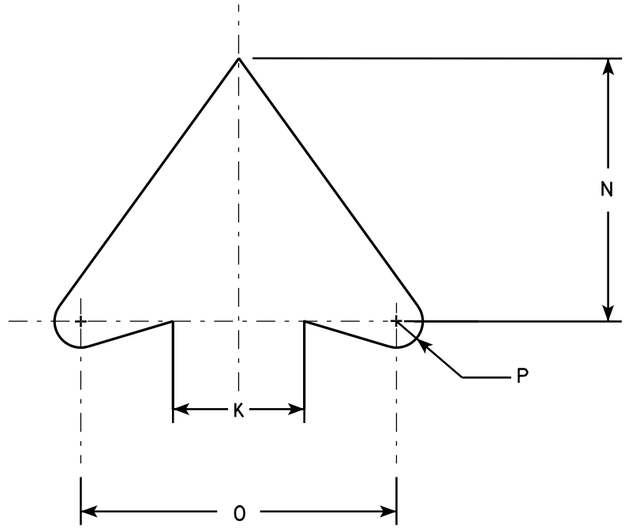
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 400	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

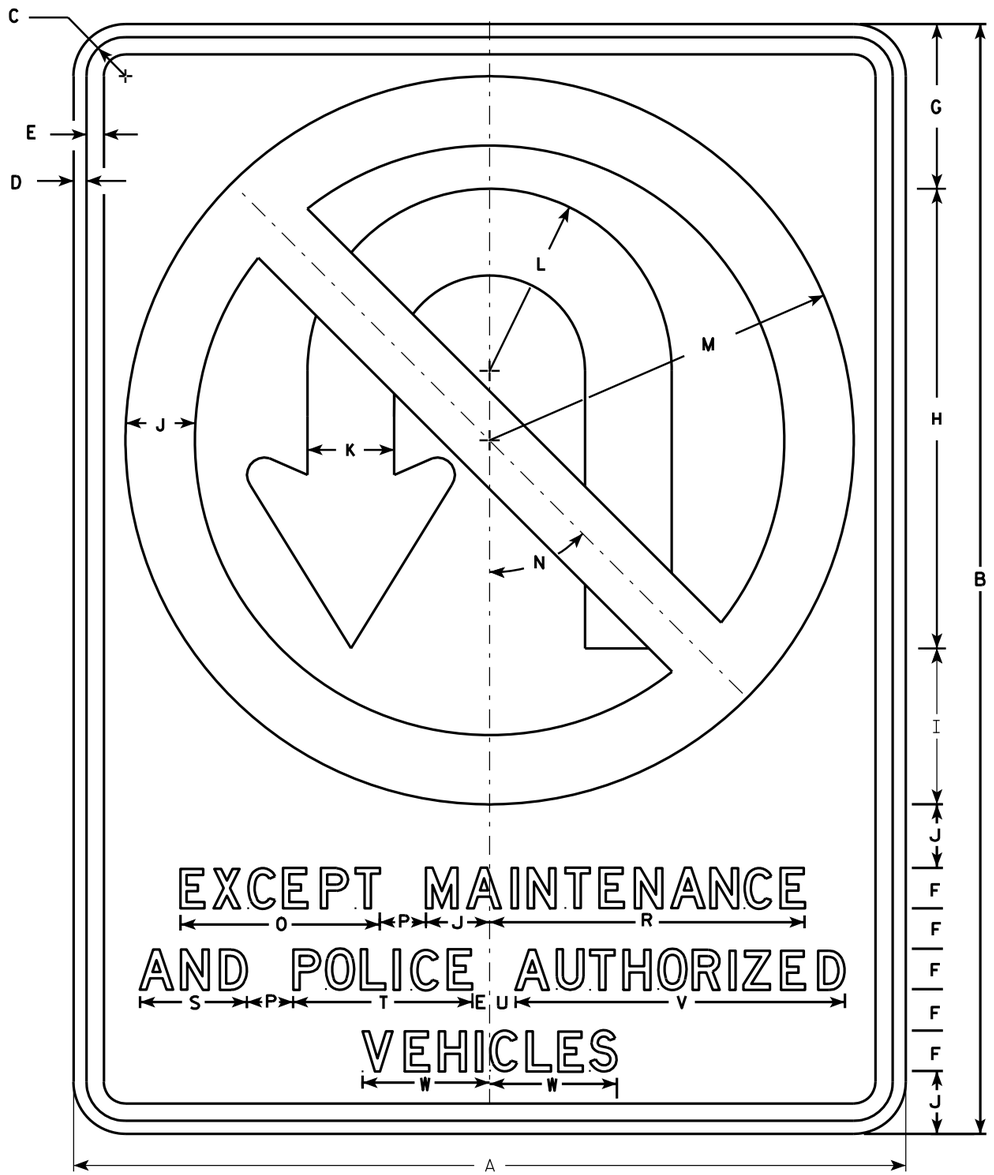
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

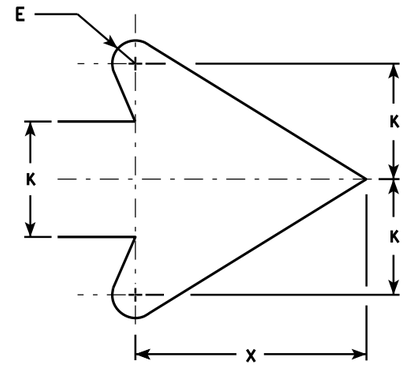
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 401	E



R3-4B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0
5	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0

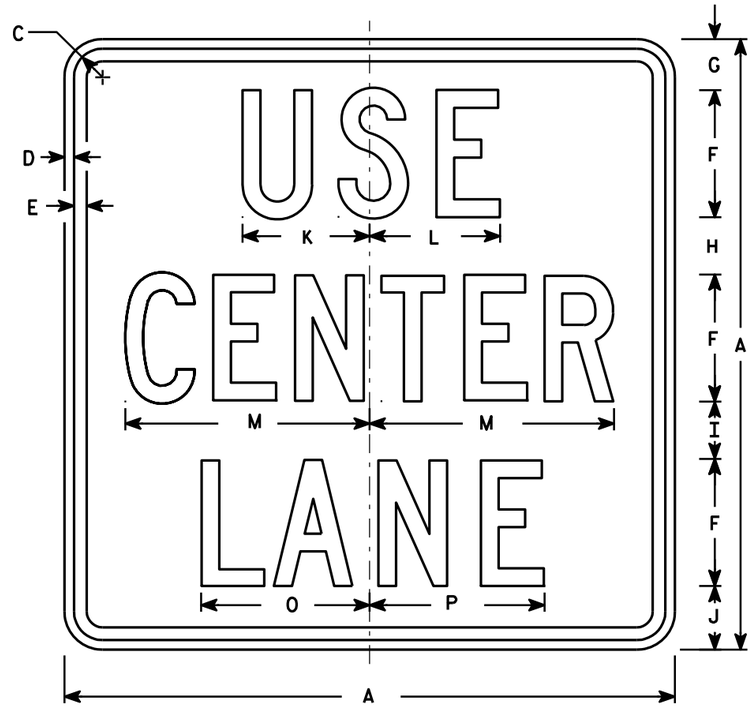
STANDARD SIGN
R3-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

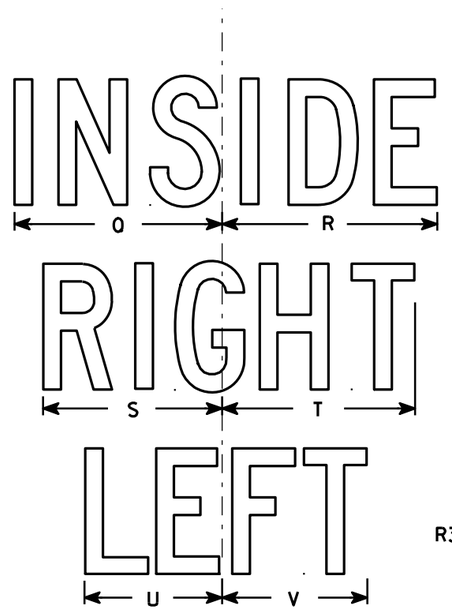
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 402	E



R3-54C

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-54I

R3-54R

R3-54L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	9 5/8		6 5/8	6 7/8	8 1/8	8 1/2	7	7 5/8	5 3/8	5 3/4					4.0
2M	24		1 1/8	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	9 5/8		6 5/8	6 7/8	8 1/8	8 1/2	7	7 5/8	5 3/8	5 3/4					4.0
3	36		1 5/8	5/8	3/4	7	4	3	3 1/2	4 1/2	7 1/2	7 3/4	14 3/8		9 7/8	10 1/4	12 1/8	12 3/4	10 3/8	11 3/8	8	8 5/8					9.0
4																											
5																											

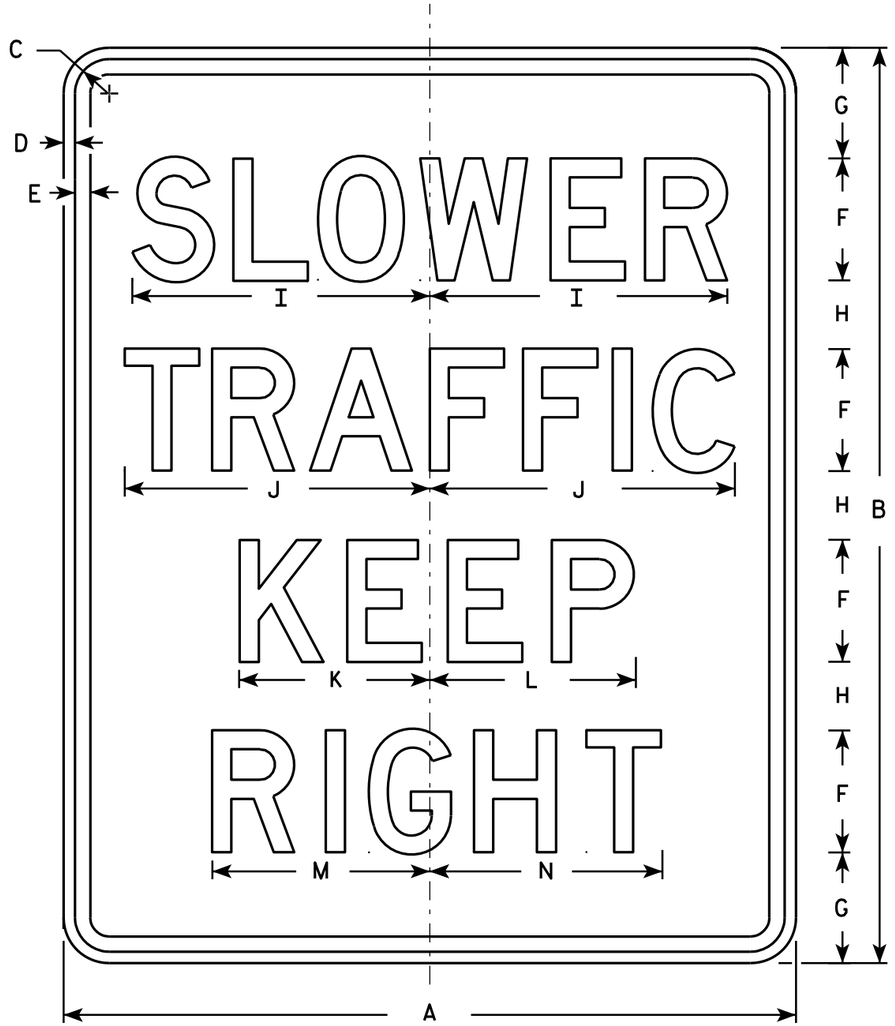
STANDARD SIGN
R3-54C, I ,L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 403 | E



R4-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 3/4	10	6 1/4	6 3/4	7 1/8	7 5/8													5.0
2M	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 3/4	10	6 1/4	6 3/4	7 1/8	7 5/8													5.0
3	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0
4	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0
5	48	60	2 1/4	3/4	1	8	7 1/4	4 1/2	19 1/2	20	12 1/2	13 1/2	14 1/4	15 1/4													20.0

STANDARD SIGN
R4-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-3.8

PROJECT NO:

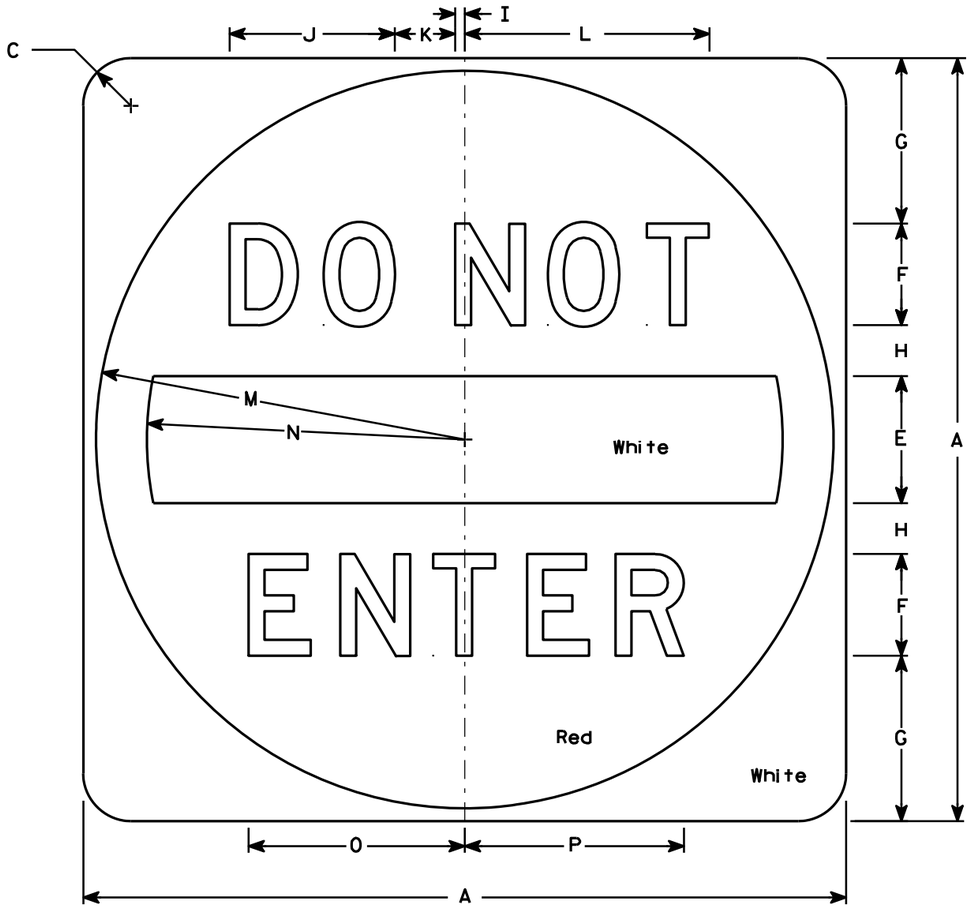
SHEET NO: 404 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R43.DGN PLOT DATE : 25-MAR-2011 13:40 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

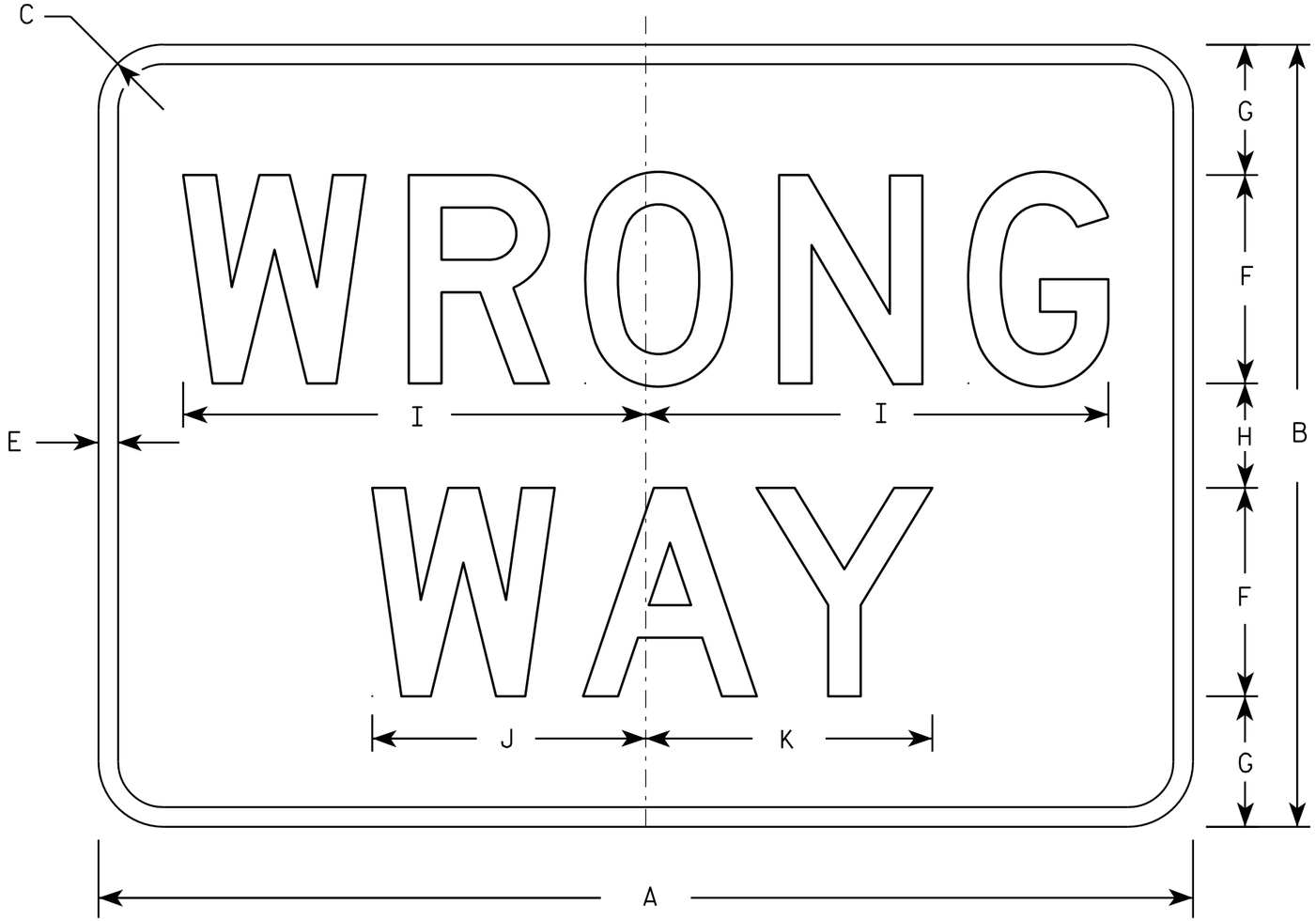
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 405 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

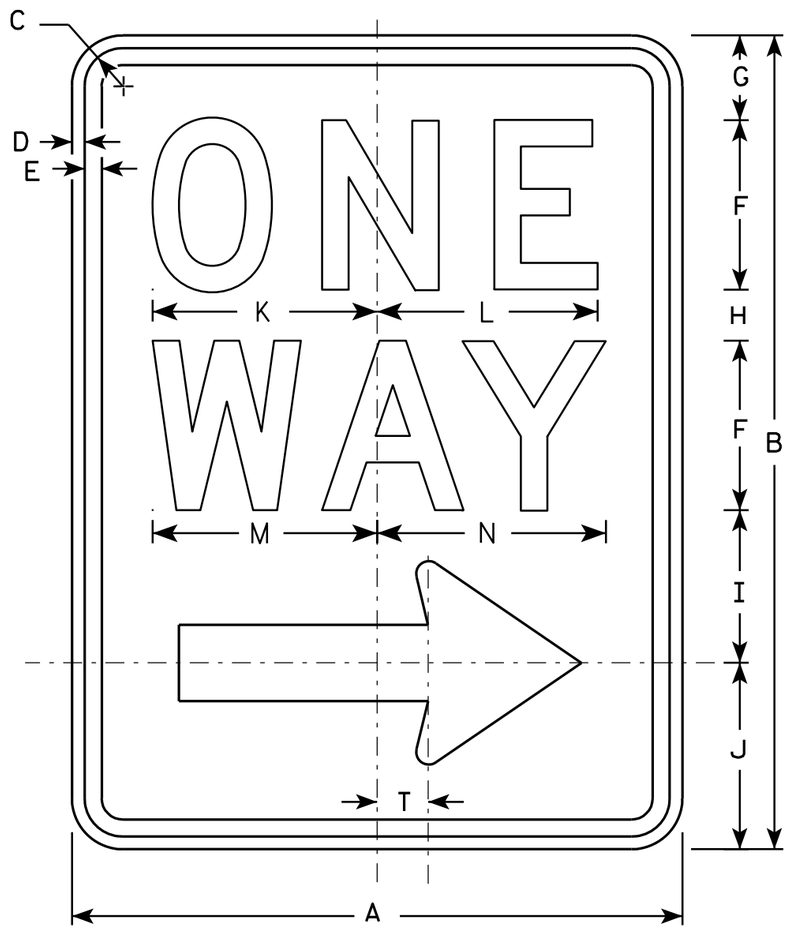
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

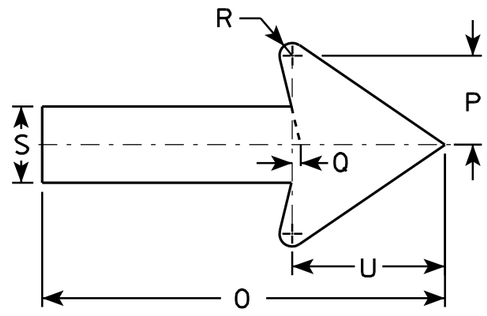
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 406	E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

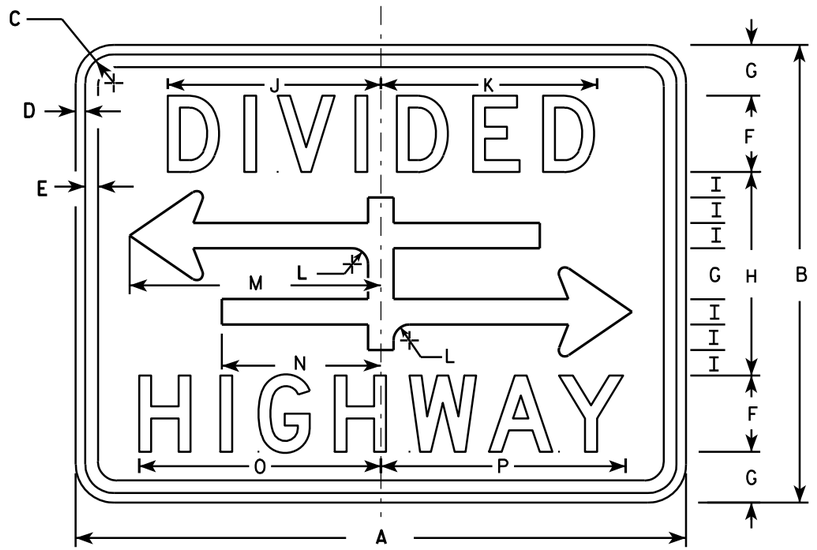
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

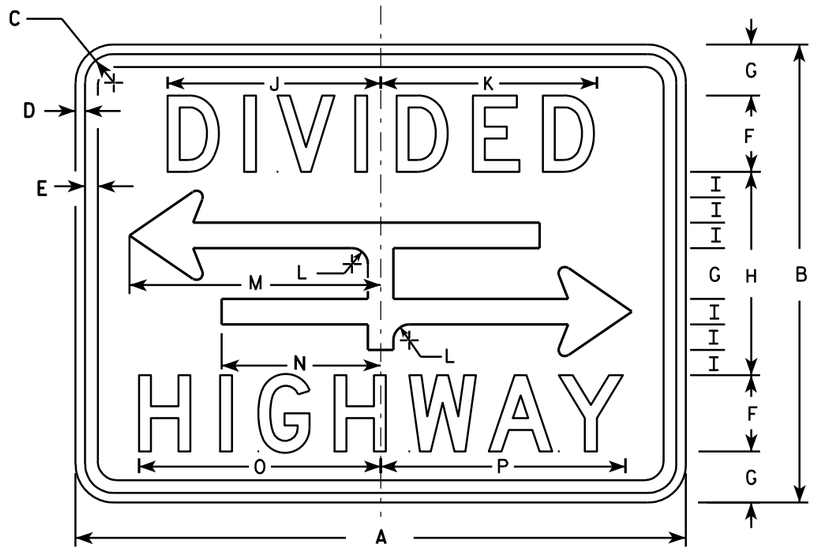
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 407	E



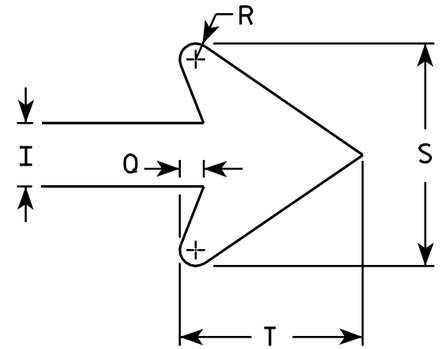
R6-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

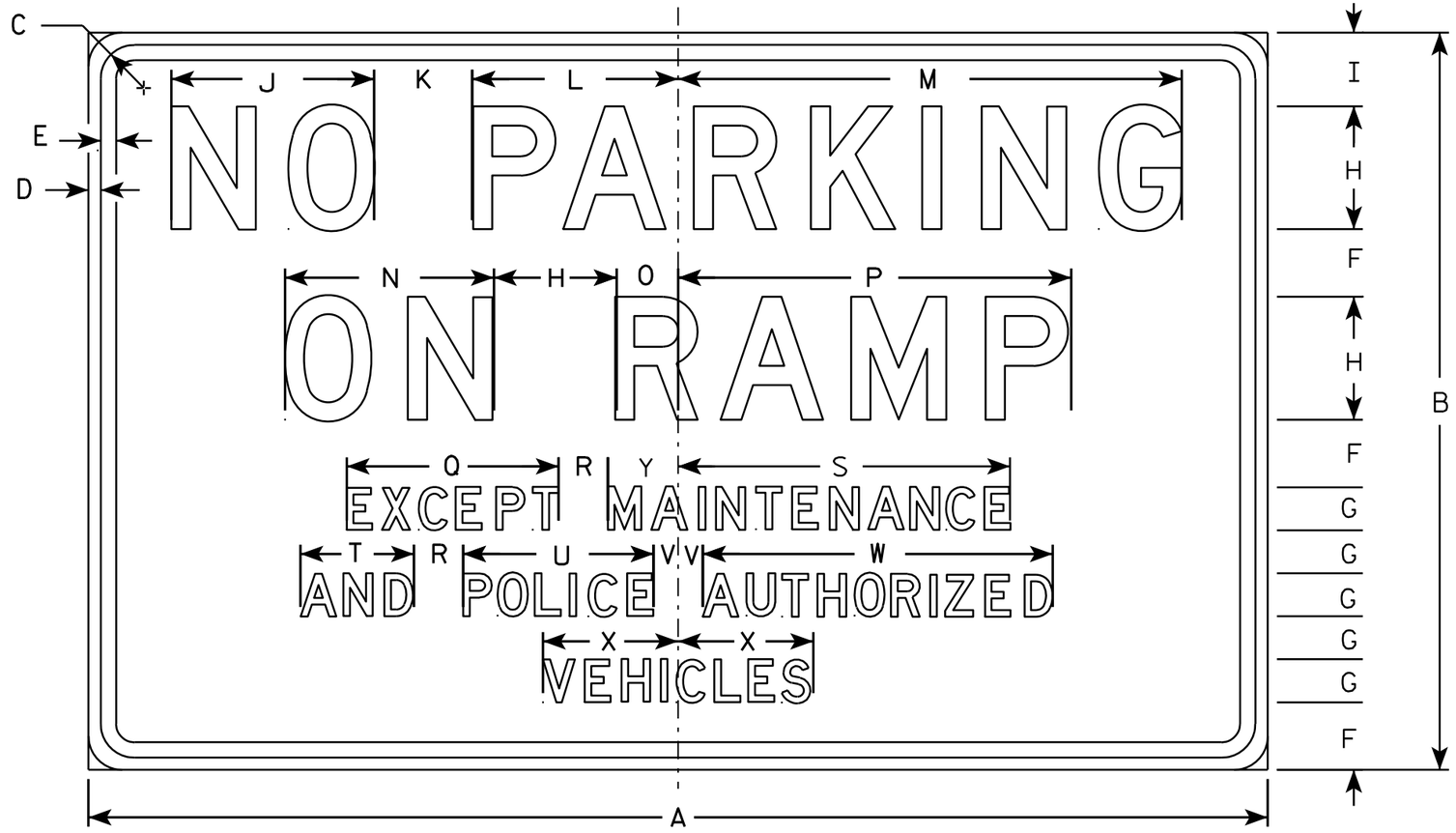
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

SHEET NO: 408 E



R7-64

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - Lines 1& 2 and Border are RED
   Lines 3, 4, & 5 are BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3	48	30	1 3/8	1/2	5/8	2 3/4	1 3/4	5	3	8 1/4	4	8 3/8	20 1/2	8 1/2	2 1/2	16	8 5/8	2	13 5/8	4 5/8	7 3/4	1	14 1/4	5 1/2			10.0
4																											
5																											

STANDARD SIGN
R7-64

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-64.3

PROJECT NO:

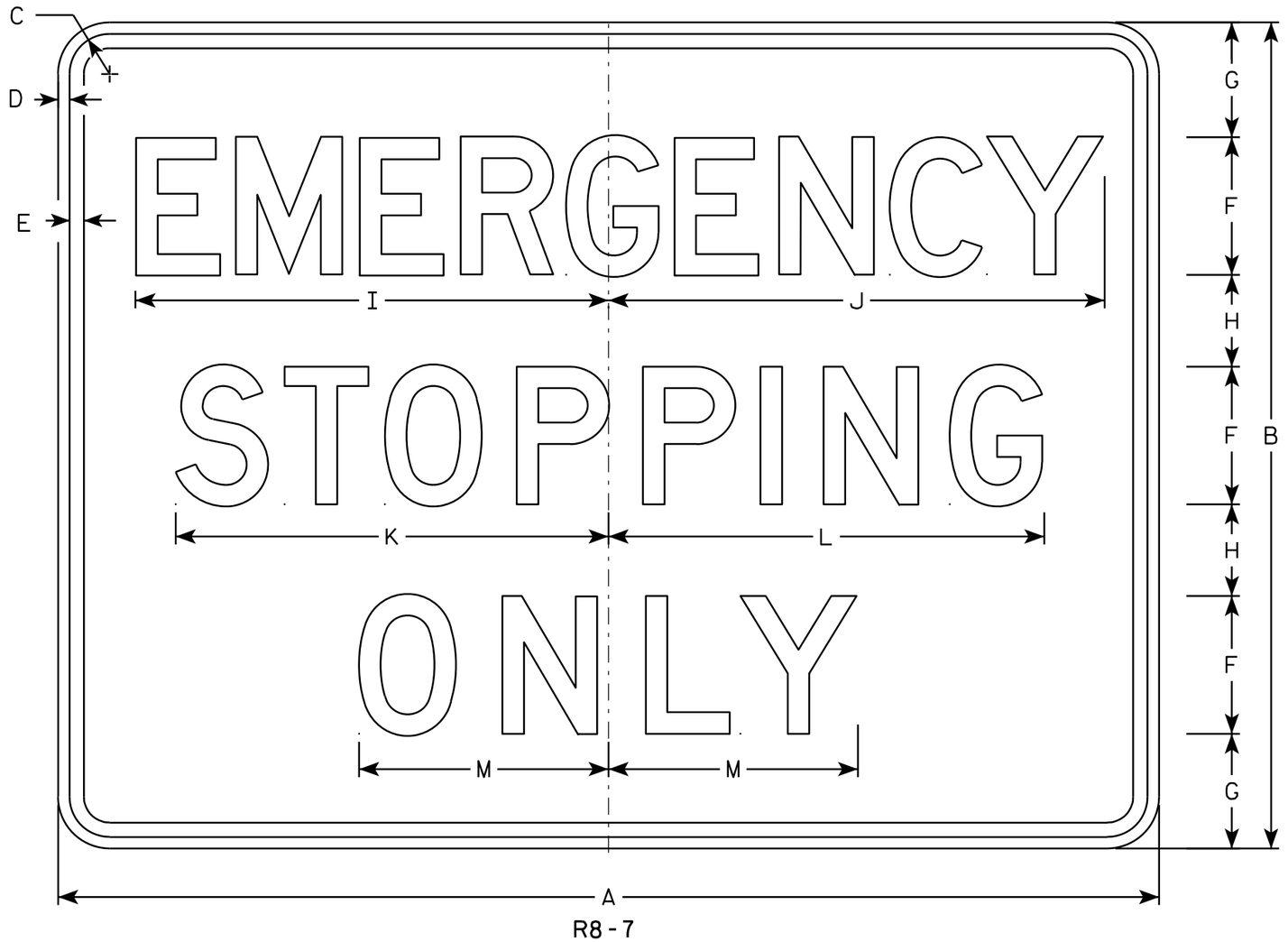
SHEET NO: 409 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R764.DGN PLOT DATE : 31-MAR-2011 13:47 PLOT BY : mscsja PLOT SCALE :

WISDOT/CADDS SHEET 42

7

7



R8 - 7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0
5	48	36	1 3/4	1/2	5/8	6	5	4	20 5/8	21 5/8	18 7/8	19	10 7/8														12.0

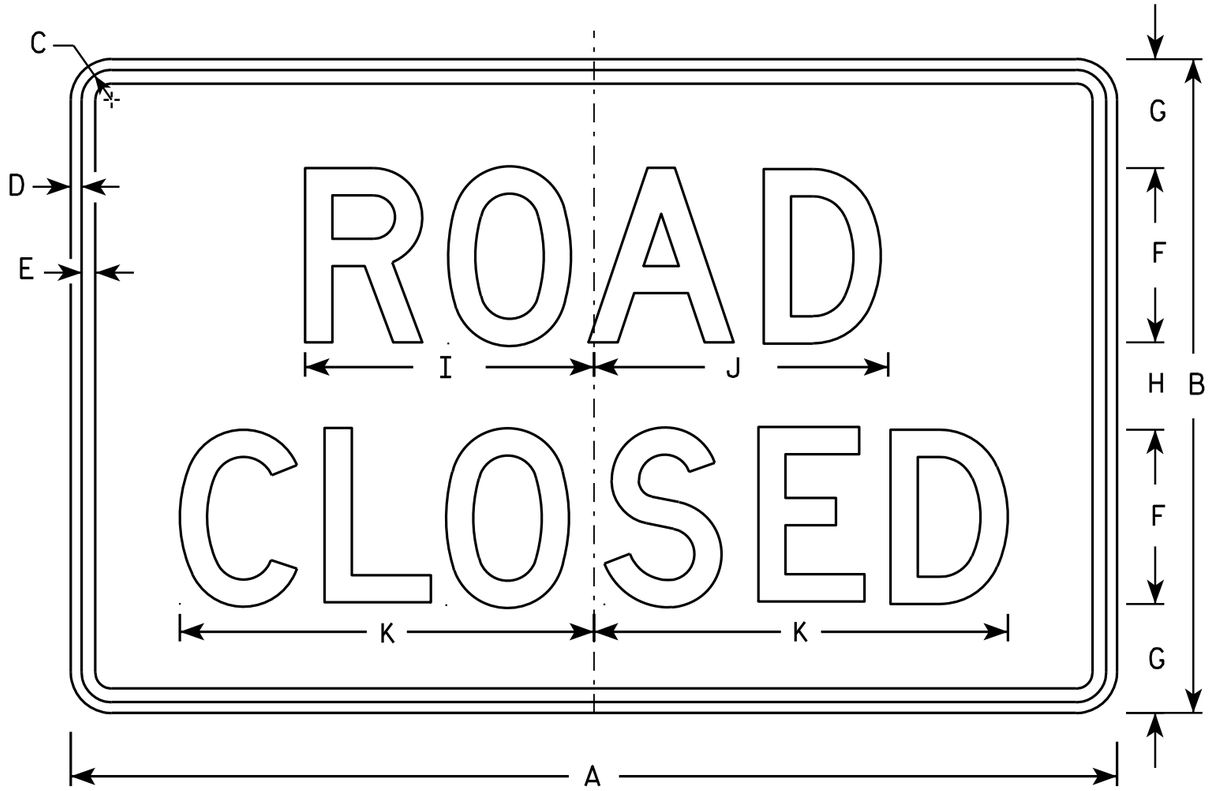
STANDARD SIGN
R8 - 7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R8-7.6

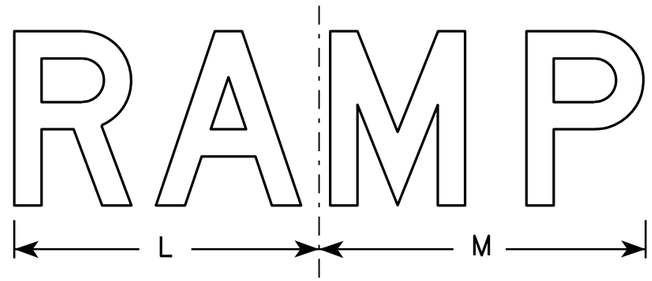
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 410 | E



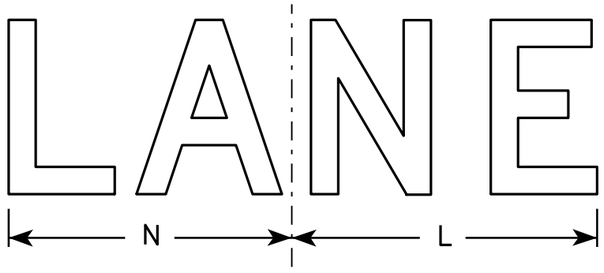
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

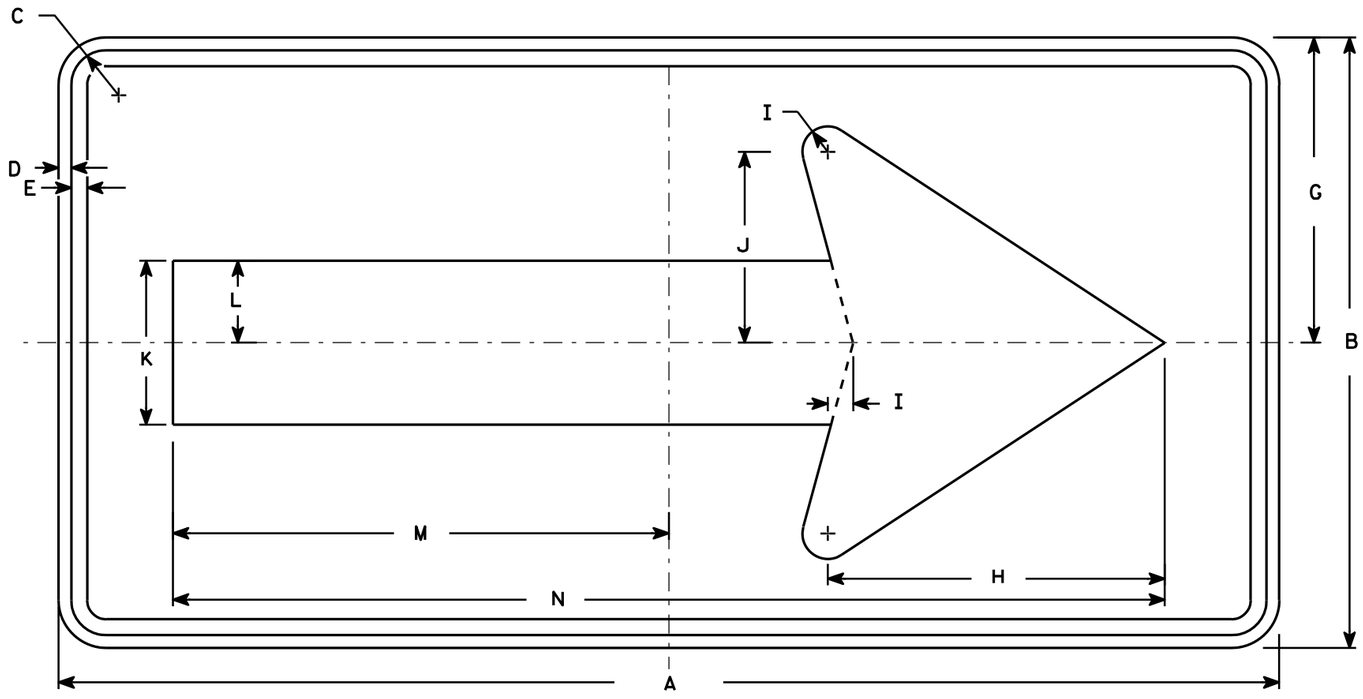
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 411 | E



W1-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

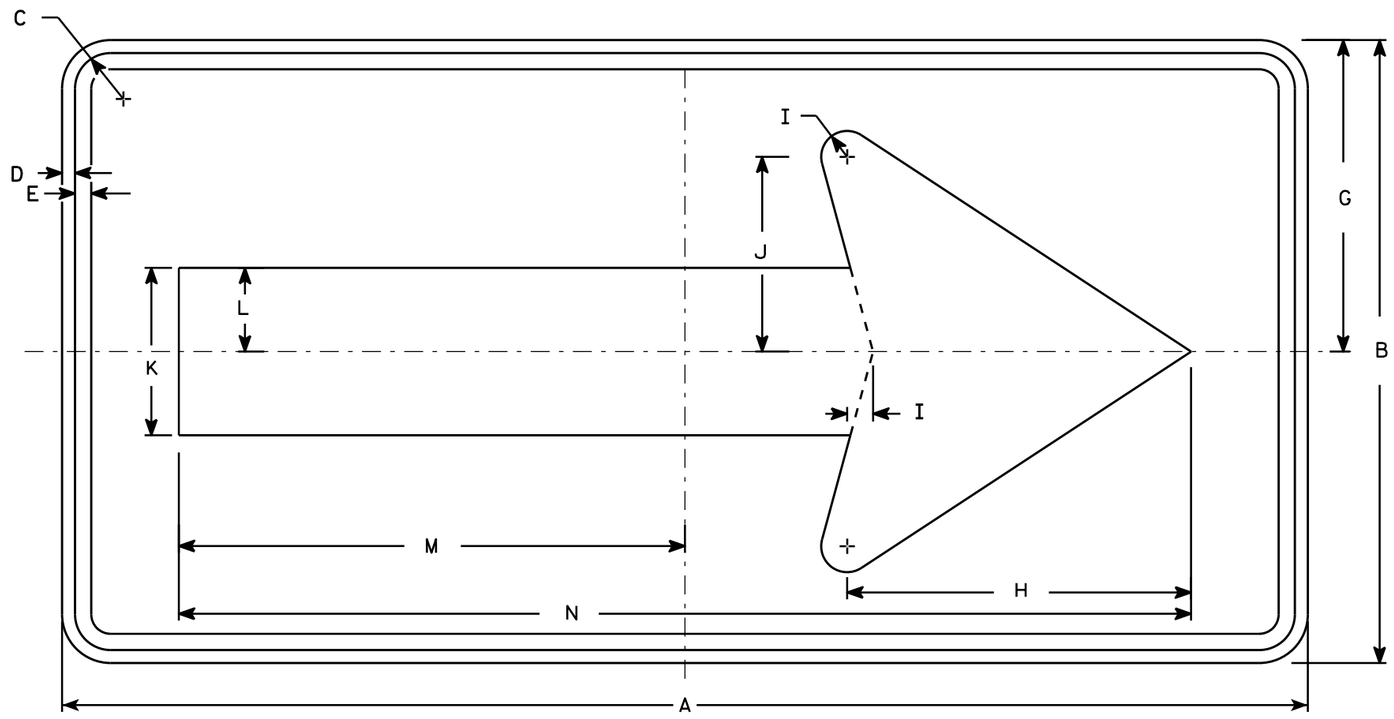
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 412



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE W01-6.1

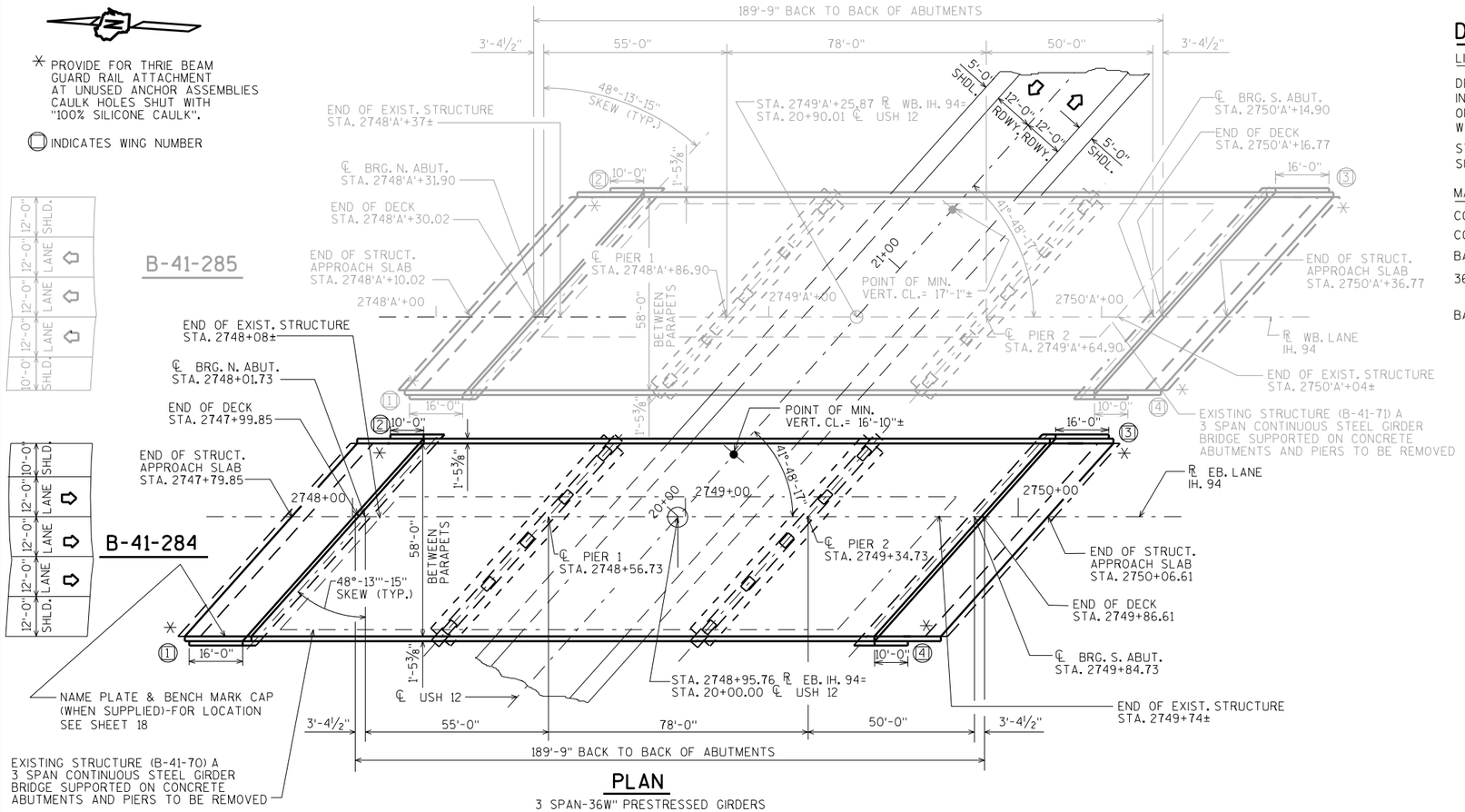
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER
1023-02-83

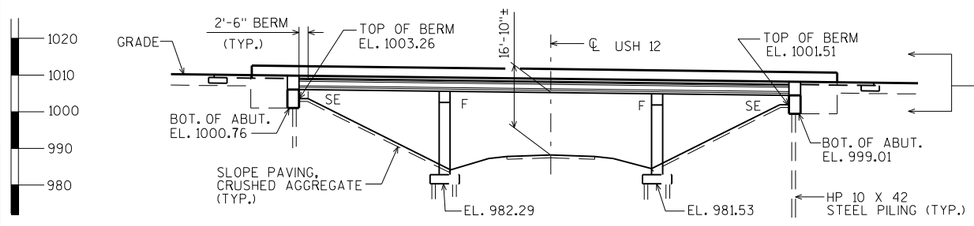
* PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".

(1) INDICATES WING NUMBER



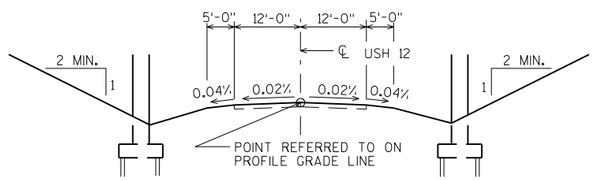
PLAN

3 SPAN-36W" PRESTRESSED GIRDERS

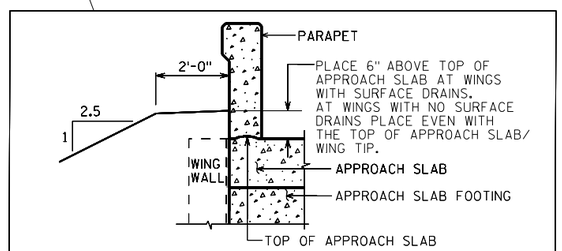


ELEVATION

NORMAL TO USH 12



CROSS SECTION THRU USH 12



TYPICAL FILL SECTION AT END OF STRUCTURAL APPROACH SLABS

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.04
OPERATING RATING FACTOR: RF=1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY DECK— f'c = 4,000 P.S.I. ALL OTHER— f'c = 3,500 P.S.I.
CONCRETE MASONRY STRUCTURAL APPROACH SLAB— f'c = 4,000 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60— fy = 60,000 P.S.I.
36W" PRESTRESSED GIRDERS, CONCRETE MASONRY— f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.
BAR STEEL REINFORCEMENT STAINLESS, GRADE 60— fy = 60,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 120 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 35 FEET LONG AT NORTH ABUTMENT.
ESTIMATED 30 FEET LONG AT SOUTH ABUTMENT.

PIERS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 15 FEET LONG.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC VOLUME

EB. IH 94	USH 12
A.D.T.=30,900 (2035)	A.D.T.=2,200 (2035)
R.D.S.=70 M.P.H.	R.D.S.=60 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. NORTH ABUTMENT
5. NORTH ABUTMENT DETAILS
6. SOUTH ABUTMENT
7. SOUTH ABUTMENT DETAILS
8. PIER 1
9. PIER 1 DETAILS
10. PIER 2
11. PIER 2 DETAILS
12. 36W" PRESTRESSED GIRDER DETAILS
13. 36W" PRESTRESSED GIRDER DETAILS
14. STEEL DIAPHRAGM
15. SUPERSTRUCTURE CROSS SECTION
16. SUPERSTRUCTURE PLAN
17. SUPERSTRUCTURE DETAILS
18. SINGLE SLOPE PARAPET 32SS
19. SLOPE PAVING (CRUSHED AGGREGATE)
20. ALTERNATE CONSTRUCTION JOINT
21. NORTH STRUCTURAL APPROACH SLAB
22. SOUTH STRUCTURAL APPROACH SLAB

STRUCTURE DESIGN CONTACTS:
BRANDAN BURGER (608) 267-4019
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS 8/7/15
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-41-284

EB. IH. 94 OVER USH 12

COUNTY MONROE | TOWN/~~CITY/VILLAGE~~ LA GRANGE

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
BLB	TAB	WWR	BLB

GENERAL PLAN

SHEET 1 OF 22

414

I.D. 1023-02-04B

DATE: JUNE 2015

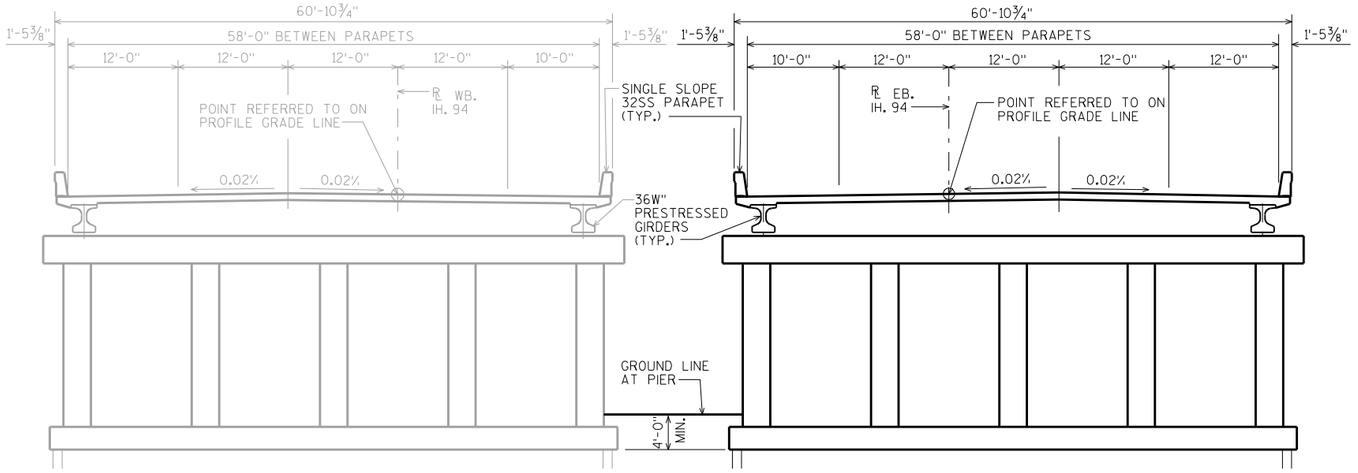
SCALE = 20

8

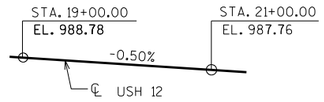
8

STATE PROJECT NUMBER

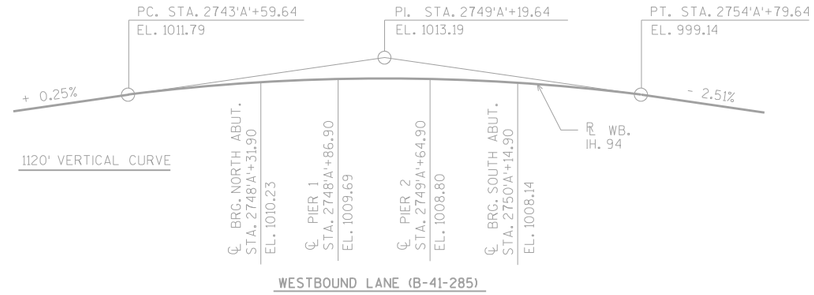
1023-02-83

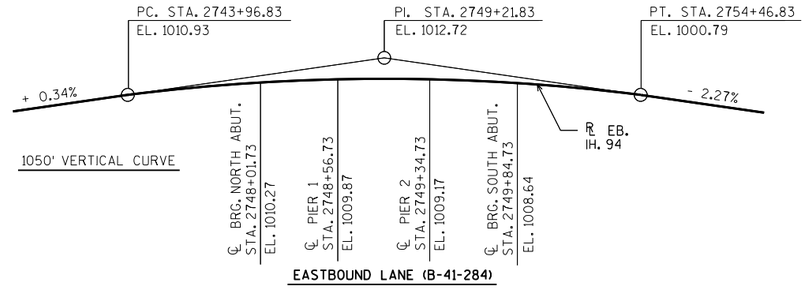


CROSS SECTION THRU ROADWAY LOOKING SOUTH



PROFILE GRADE LINE USH 12





PROFILE GRADE LINE IH. 94

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	NORTH APPROACH	NORTH ABUT.	PIER 1	PIER 2	SOUTH ABUT.	SOUTH APPROACH	TOTALS
203.0200	**REMOVING OLD STRUCTURE STA.** 2748+97.70	**LS**	——	——	——	——	——	——	——	1
203.0210.S	ABATEMENT OF ASBESTOS CONTAINING MATERIALS B-41-70	LS	——	——	——	——	——	——	——	1
203.0225.S	DEBRIS CONTAINMENT B-41-70	LS	——	——	——	——	——	——	——	1
206.1000	**EXCAVATION FOR STRUCTURES BRIDGES B-**41-284	**LS**	——	——	——	——	——	——	——	1
210.0100	BACKFILL STRUCTURE	CY	——	——	165	——	——	175	——	340
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	——	170	——	——	——	——	170	340
502.0100	CONCRETE MASONRY BRIDGES	CY	495	90	90	158	158	90	90	1,171
502.3200	PROTECTIVE SURFACE TREATMENT	SY	1,204	128	——	——	——	——	128	1,460
502.3210	PIGMENTED SURFACE SEALER	SY	156	17	——	——	——	——	17	190
503.0137	PRESTRESSED GIRDER TYPE I 36W-INCH	LF	1,468	——	——	——	——	——	——	1,468
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	——	——	6,550	13,475	13,475	6,565	——	40,065
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	97,580	14,690	1,550	19,670	19,670	1,570	14,690	169,420
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	3,100	——	——	——	——	——	——	3,100
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	——	——	8	16	16	8	——	48
506.4000	STEEL DIAPHRAGMS B-41-284	EACH	21	——	——	——	——	——	——	21
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	——	——	22	——	——	22	——	44
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	——	——	490	495	495	420	——	1,900
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	——	——	415	——	——	375	——	790
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	——	——	125	——	——	125	——	250
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	4	——	——	——	——	——	——	4
	NON-BID ITEMS									
	FILLER	SIZE	——	——	——	——	——	——	——	½",¾",1½"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL AND BASE AGGREGATE DENSE AS DETAILED ON "STRUCTURAL APPROACH SLAB" SHEETS.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK & STRUCTURAL APPROACH SLABS. PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPETS, INCLUDING PARAPETS ON APPROACH SLABS.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND 19.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

CROSS SECTION & QUANTITIES

SHEET 2

415

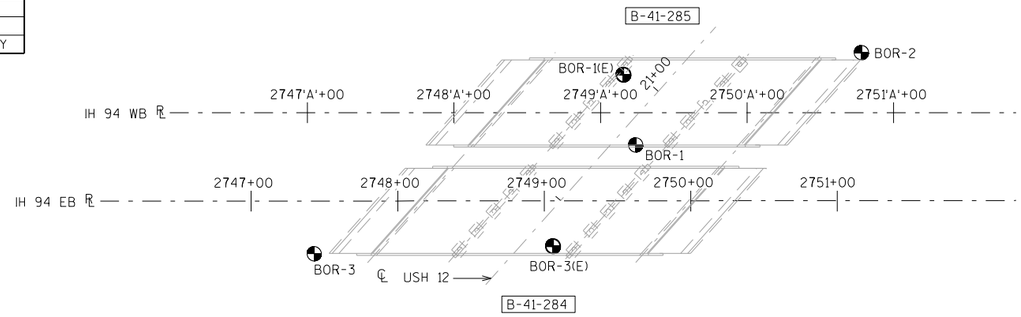
8

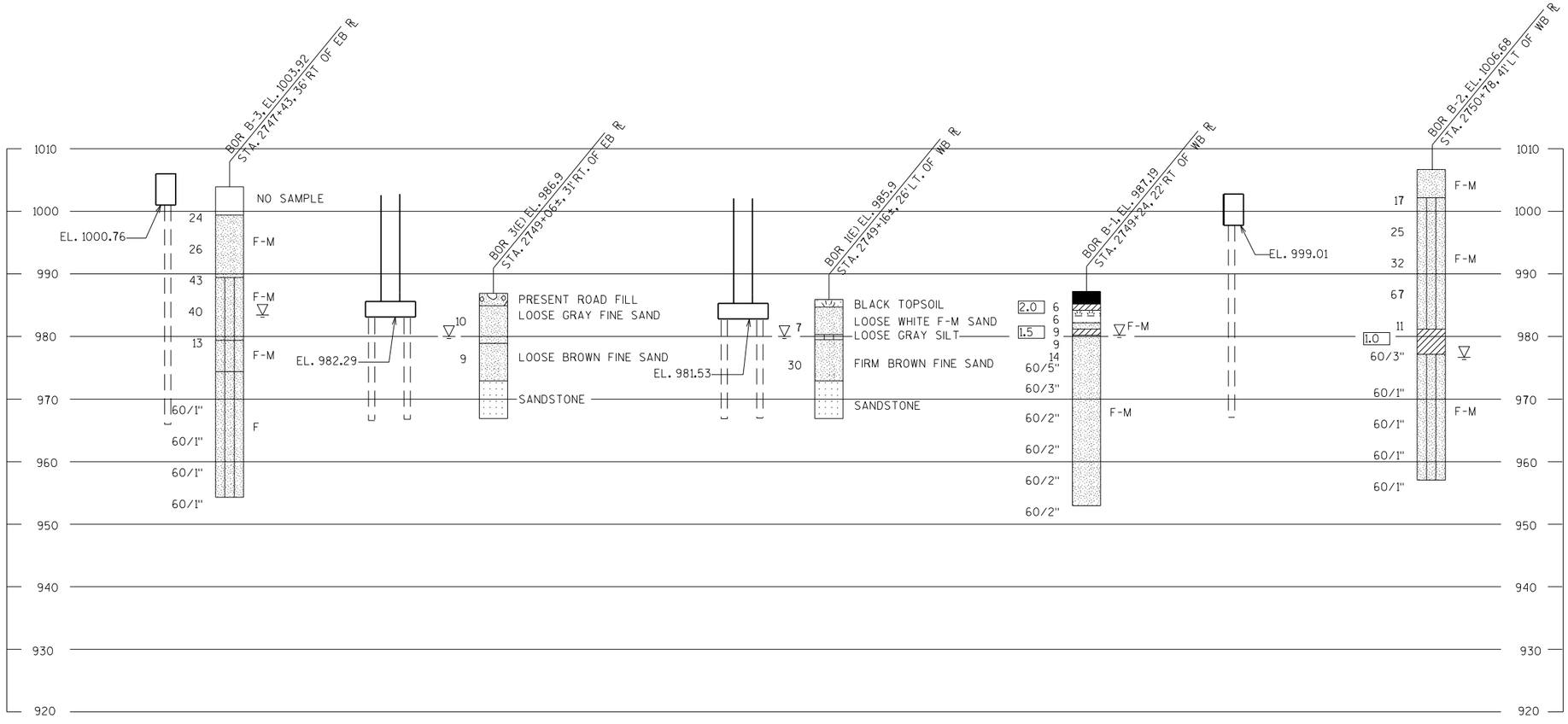
8

SCALE = 8

KIRBY - USH 12

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	11/21/2013	425752	702598
2	11/26/2013	425600	702694
3	11/27/2013	425952	702444
BORINGS COMPLETED BY: AMERICAN ENGINEERING TESTING			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) MONROE COUNTY			





BORINGS DESIGNATED AS "(E)" WERE DERIVED FROM EXISTING STRUCTURES B-41-70/71, 1968 PLANS

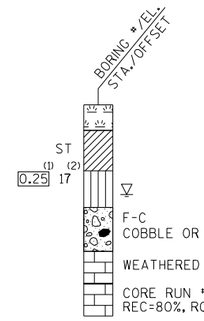
STATE PROJECT NUMBER

1023-02-83

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▼ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY PR/WWR | PLANS CK'D. BLB

SUBSURFACE EXPLORATION

SHEET 3

416

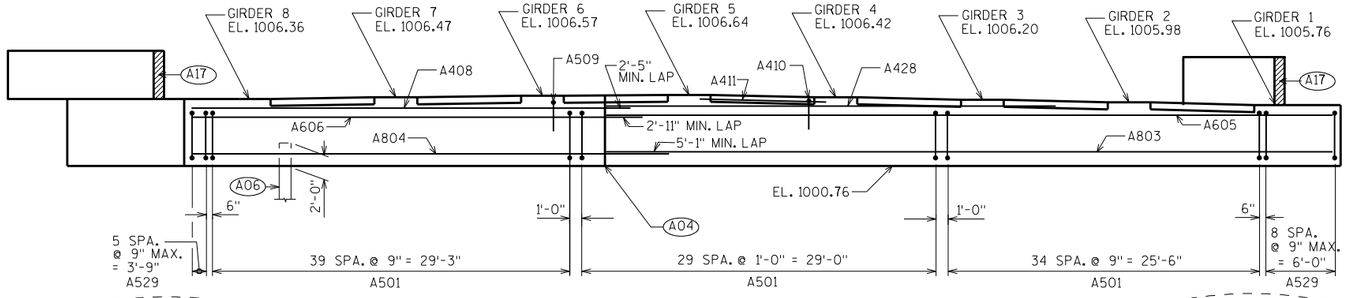
8

8

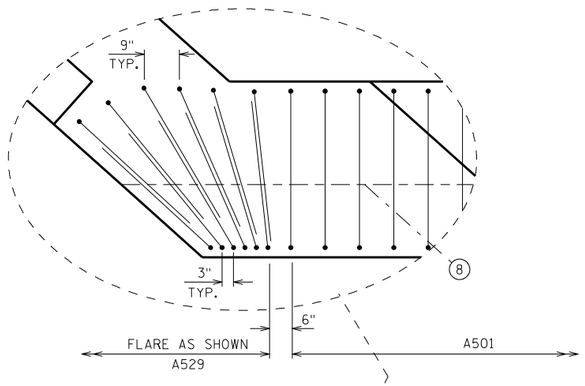
SCALE =

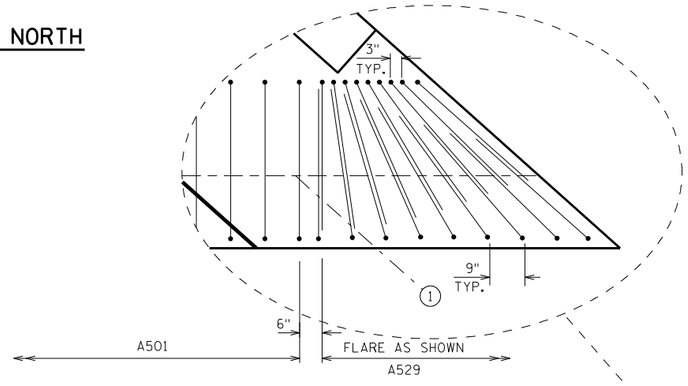
STATE PROJECT NUMBER

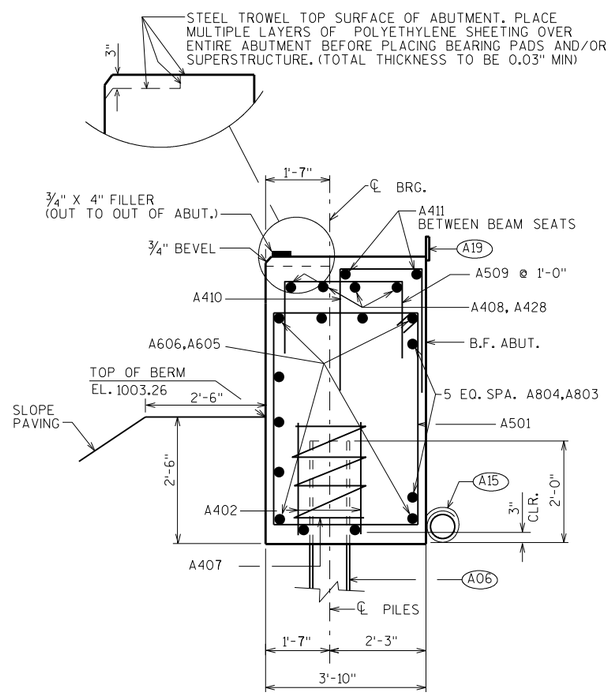
1023-02-83



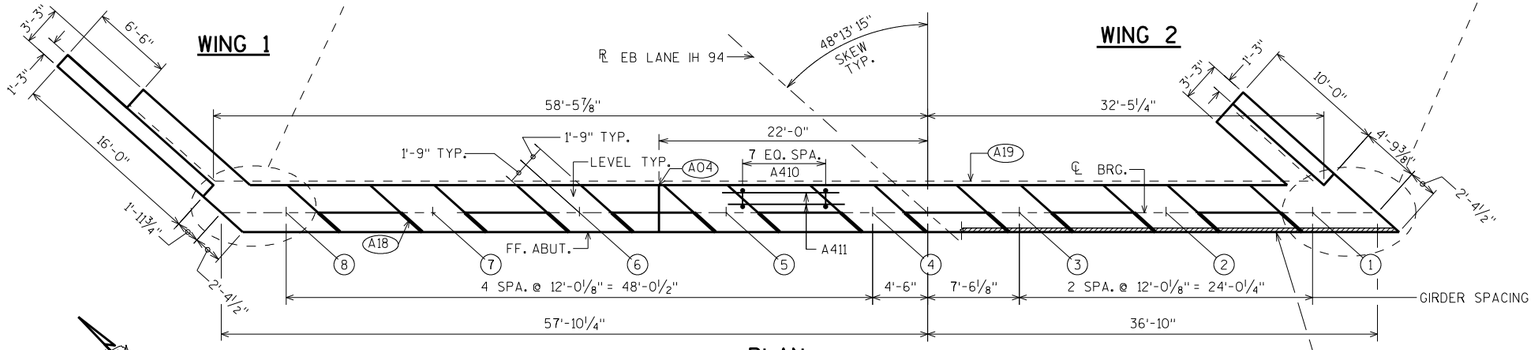
ELEVATION LOOKING NORTH



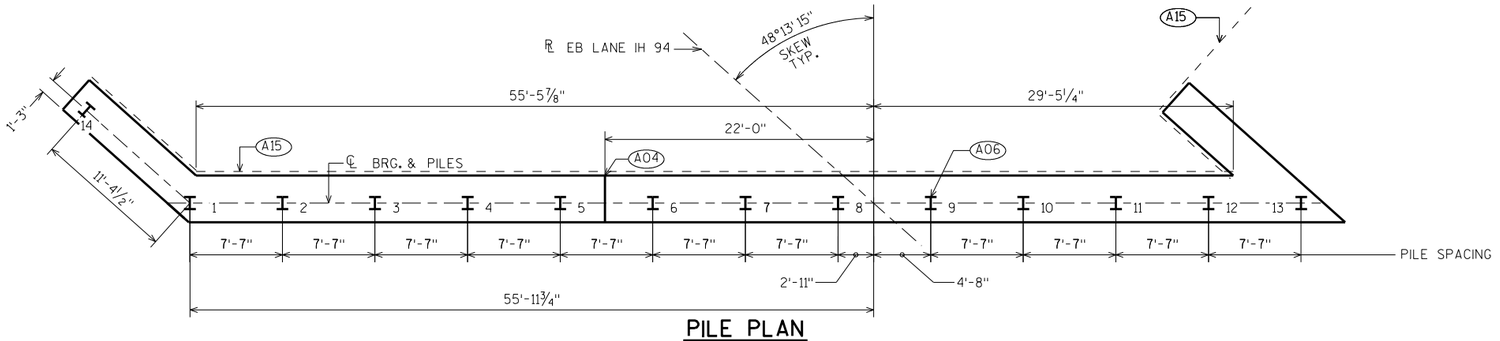




SECTION THRU BODY



PLAN



PILE PLAN

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 35 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 120 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

NORTH ABUTMENT

SHEET 4

417

8

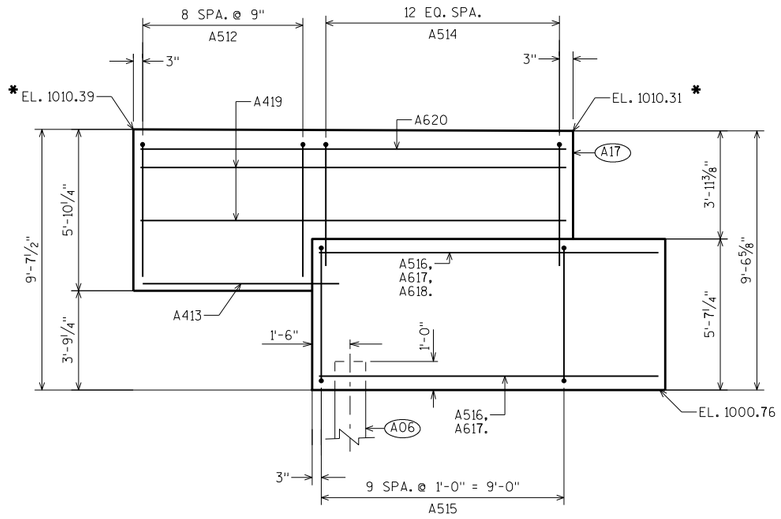
8

SCALE =

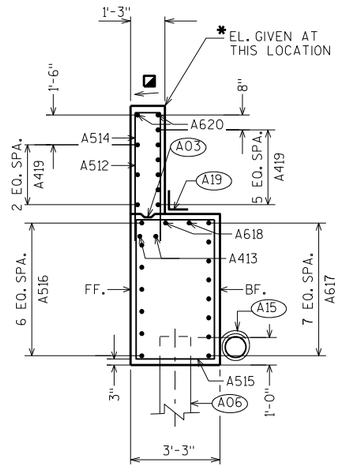
THU MAR 20 16:29:33 2014*

STATE PROJECT NUMBER

1023-02-83



WING 1 ELEVATION



WING 1 SECTION

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 35 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 120 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

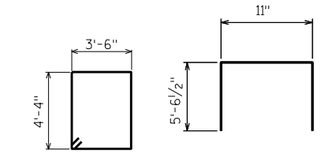
(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

◪ SLOPE FOR DRAINAGE

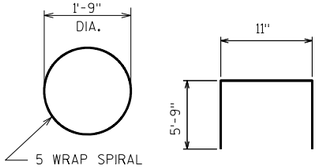
BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		105	16'-4"	X		BODY-STIRRUPS
A402		26	2'-3"			PILES- 2 PER BODY PILE
A803		6	56'-0"			BODY-HORIZONTAL
A804		6	42'-9"			BODY-HORIZONTAL
A605		11	56'-0"			BODY-HORIZONTAL
A606		11	41'-0"			BODY-HORIZONTAL
A407		13	28'-0"	X		PILES-1 PER BODY PILE
A408		4	39'-7"			BODY-HORZ. OVER GIRS. 6-8
A509		72	7'-0"	X		BODY-TOP OVER GIRS. 3-8
A410		56	4'-3"	X		BODY-BETWEEN BEAM SEATS
A411		14	7'-4"			BODY-HORZ.-BTWN. BEAM SEATS
A512	X	9	11'-9"	X		WING 1-VERTICAL
A413	X	2	7'-8"			WING 1-HORIZONTAL
A514	X	13	12'-2"	X		WING 1-VERTICAL
A515	X	10	16'-10"	X		WING 1-STIRRUP
A516	X	7	12'-6"			WING 1-HORIZONTAL
A617	X	8	14'-7"			WING 1-HORIZONTAL
A618	X	2	12'-6"			WING 1-HORIZONTAL
A419	X	9	15'-8"			WING 1-HORIZONTAL
A620	X	2	15'-8"			WING 1-HORIZONTAL
A521	X	14	12'-2"	X		WING 2-VERTICAL
A522	X	10	15'-8"	X		WING 2-STIRRUP
A523	X	6	13'-2"			WING 2-HORIZONTAL
A624	X	6	10'-9"			WING 2-HORIZONTAL
A625	X	2	12'-2""			WING 2-HORIZONTAL
A426	X	9	9'-8"			WING 2-HORIZONTAL
A627	X	2	9'-8"			WING 2-HORIZONTAL
A428		4	34'-0"			BODY-HORZ. OVER GIRS. 3-5
A529		30	11'-1"	X		BODY-VERT. U-BAR



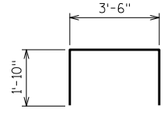
A501

A512

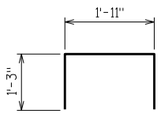


A407

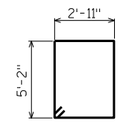
A514



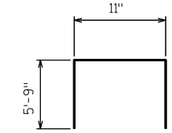
A509



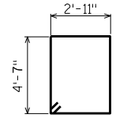
A410



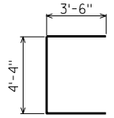
A515



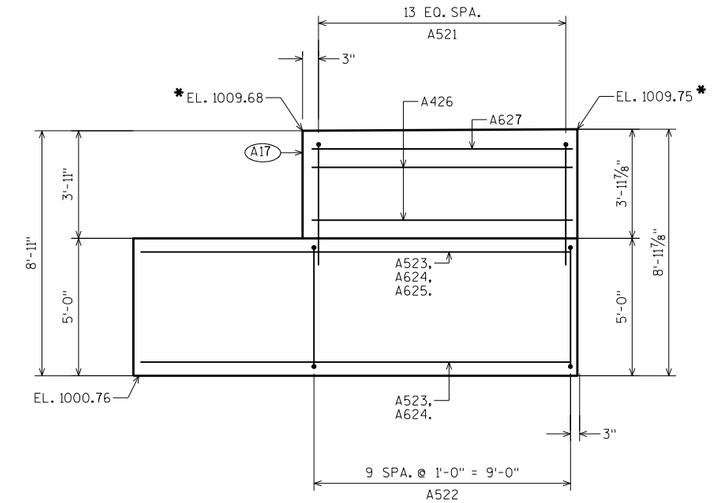
A521



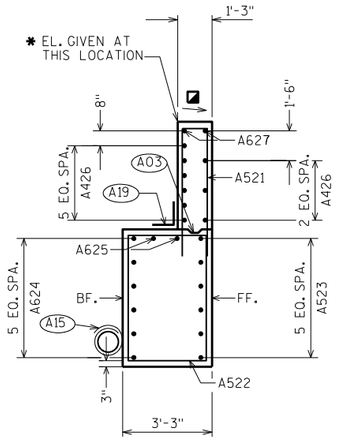
A522



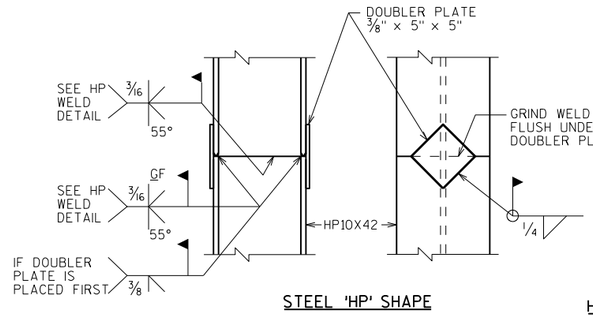
A529



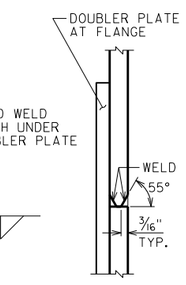
WING 2 ELEVATION



WING 2 SECTION



STEEL 'HP' SHAPE



HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

NORTH ABUTMENT DETAILS

SHEET 5

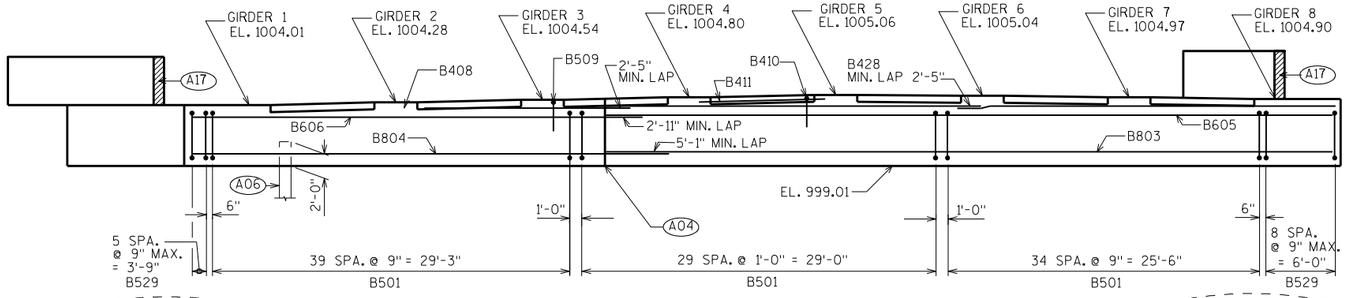
418

SCALE =

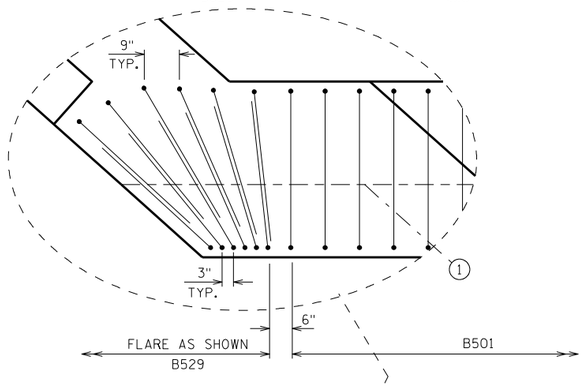
8

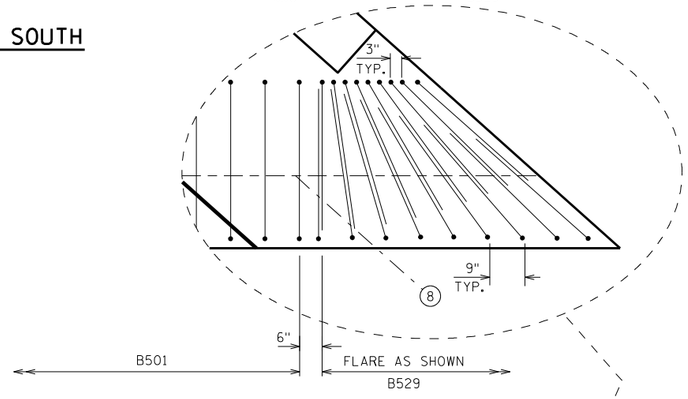
8

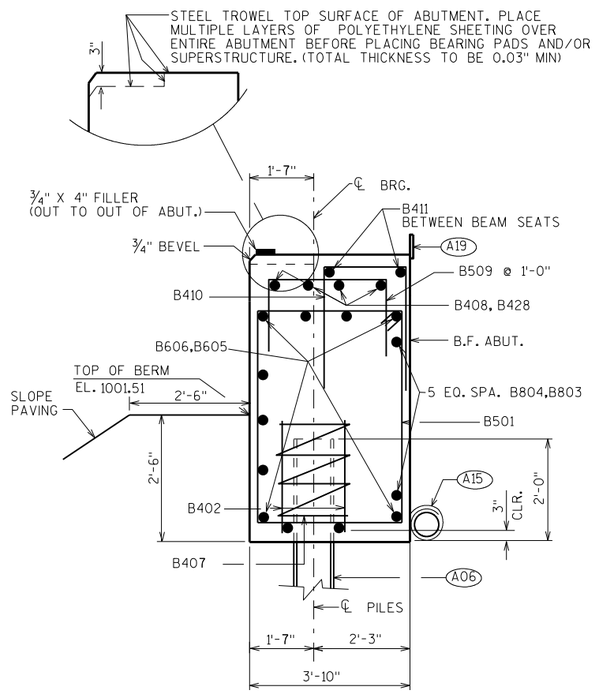
STATE PROJECT NUMBER
1023-02-83



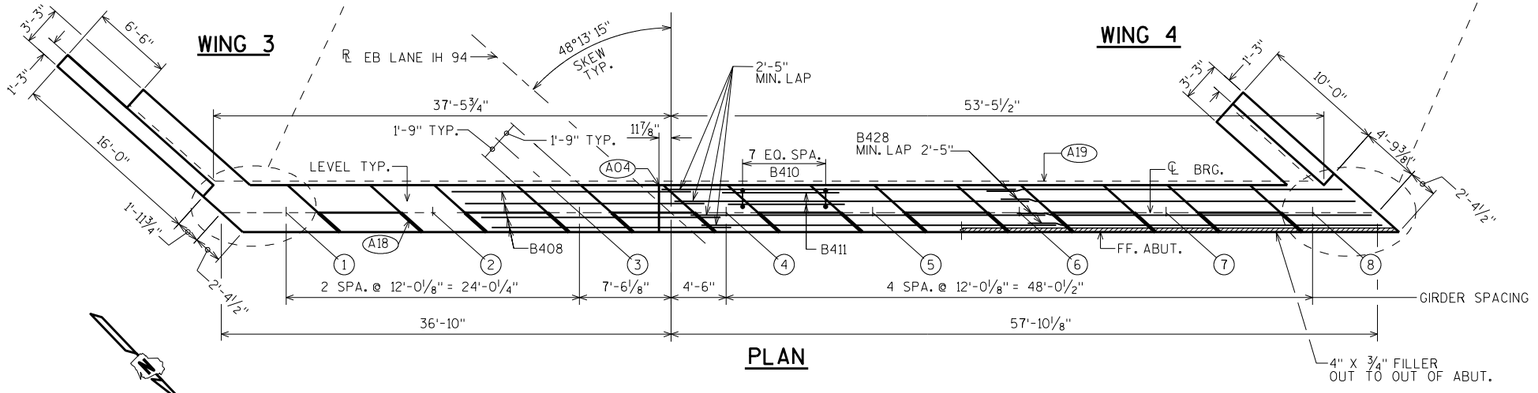
ELEVATION LOOKING SOUTH



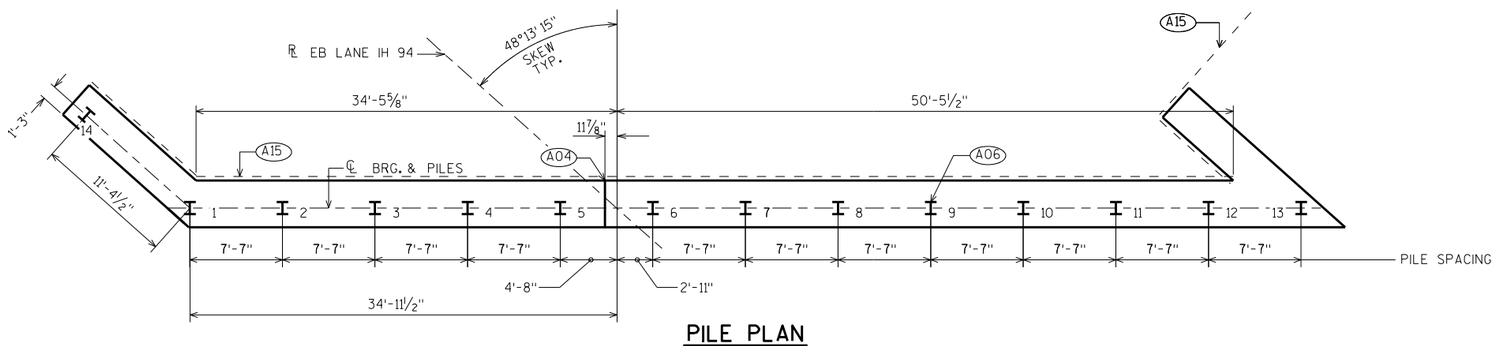




SECTION THRU BODY



PLAN



PILE PLAN

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 30 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 120 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

SOUTH ABUTMENT

SHEET 6

419

SCALE =

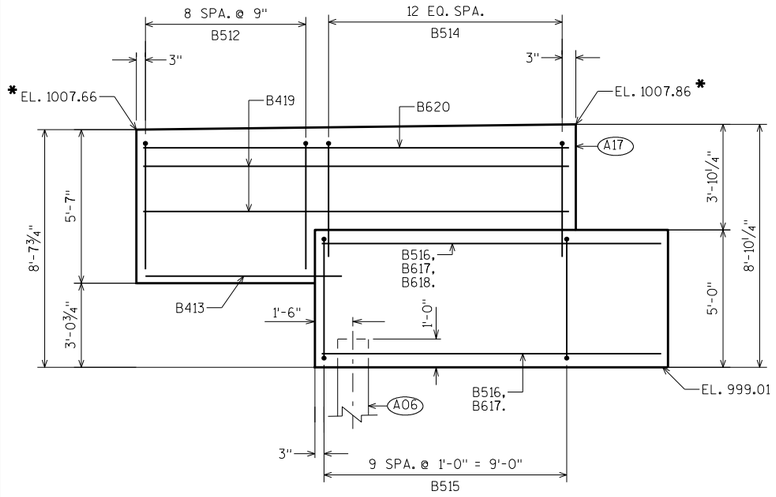
THU MAR 20 16:29:33 2014

8

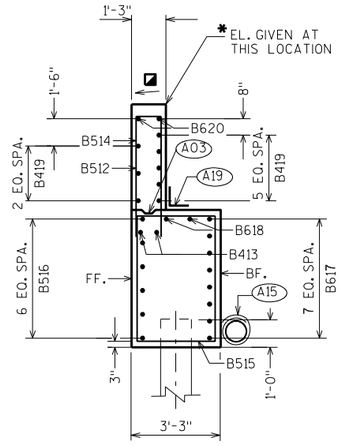
8

STATE PROJECT NUMBER

1023-02-83



WING 3 ELEVATION



WING 3 SECTION

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

A06 SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 30 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 120 TONS PER PILE.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

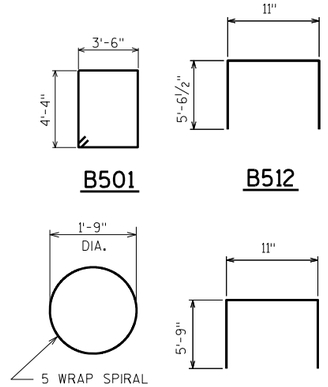
A17 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

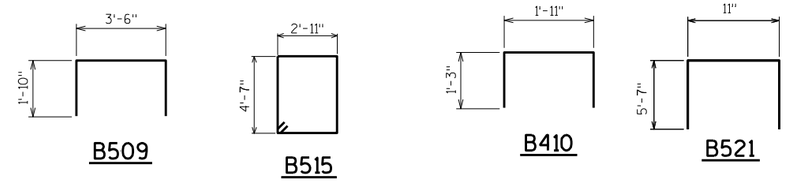
A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

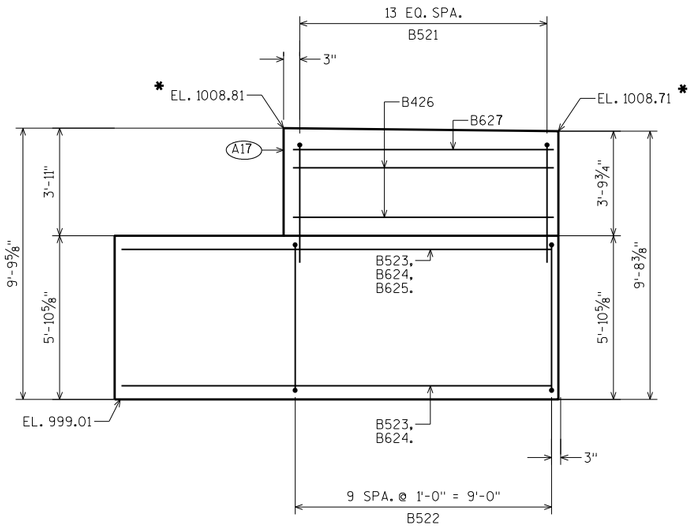
◪ SLOPE FOR DRAINAGE

BILL OF BARS

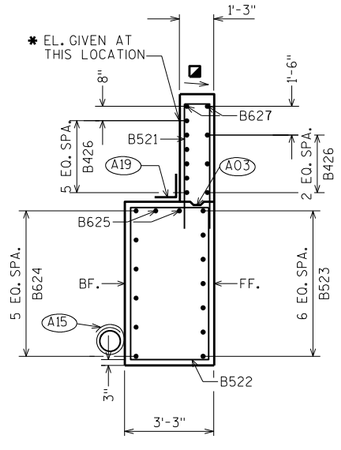
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		105	16'-4"	X		BODY-STIRRUPS
B402		26	2'-3"			PILES- 2 PER BODY PILE
B803		6	56'-0"			BODY-HORIZONTAL
B804		6	42'-9"			BODY-HORIZONTAL
B605		11	56'-0"			BODY-HORIZONTAL
B606		11	41'-0"			BODY-HORIZONTAL
B407		13	28'-0"	X		PILES-1 PER BODY PILE
B408		4	19'-7"			BODY-HORZ. OVER GIRS. 3-4
B509		72	7'-0"	X		BODY-TOP OVER GIRS. 3-8
B410		56	4'-3"	X		BODY-BETWEEN BEAM SEATS
B411		14	7'-6"			BODY-HORZ.-BTWN. BEAM SEATS
B512	X	9	11'-9"	X		WING 3-VERTICAL
B413	X	2	7'-8"			WING 3-HORIZONTAL
B514	X	13	12'-2"	X		WING 3-VERTICAL
B515	X	10	15'-8"	X		WING 3-STIRRUP
B516	X	7	12'-6"			WING 3-HORIZONTAL
B617	X	8	14'-7"			WING 3-HORIZONTAL
B618	X	2	12'-6"			WING 3-HORIZONTAL
B419	X	9	15'-8"			WING 3-HORIZONTAL
B620	X	2	15'-8"			WING 3-HORIZONTAL
B521	X	14	11'-10"	X		WING 4-VERTICAL
B522	X	10	17'-5"	X		WING 4-STIRRUP
B523	X	7	13'-2"			WING 4-HORIZONTAL
B624	X	6	10'-9"			WING 4-HORIZONTAL
B625	X	2	12'-2"			WING 4-HORIZONTAL
B426	X	9	9'-8"			WING 4-HORIZONTAL
B627	X	2	9'-8"			WING 4-HORIZONTAL
B428		8	29'-2"			BODY-HORZ. OVER GIRS. 4-8
B529		30	11'-1"	X		BODY-VERT. U-BAR



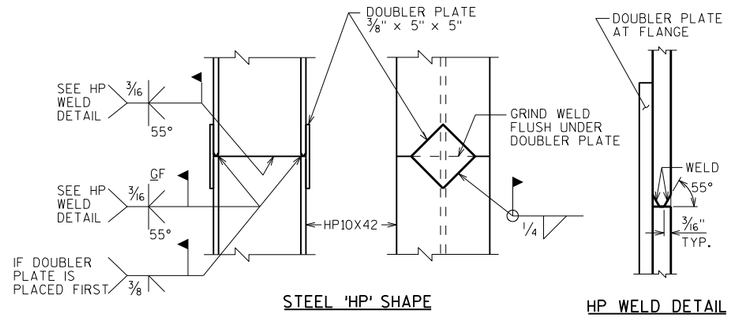




WING 4 ELEVATION



WING 4 SECTION



STEEL 'HP' SHAPE

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

SOUTH ABUTMENT DETAILS

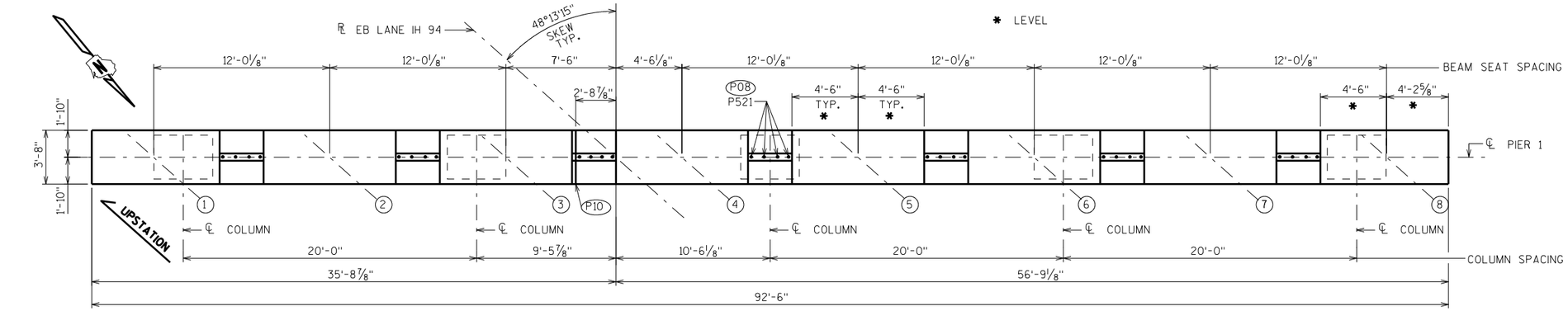
SHEET 7

420

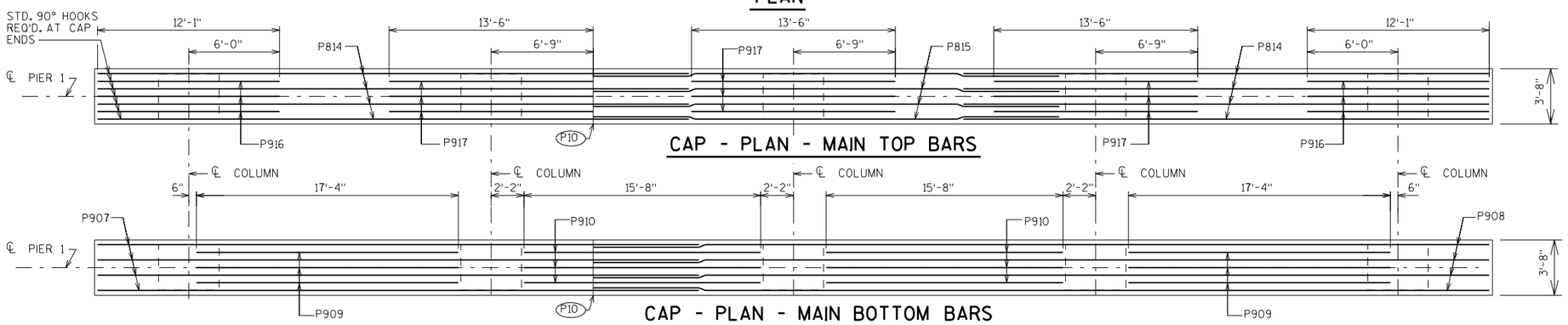
8

8

SCALE =

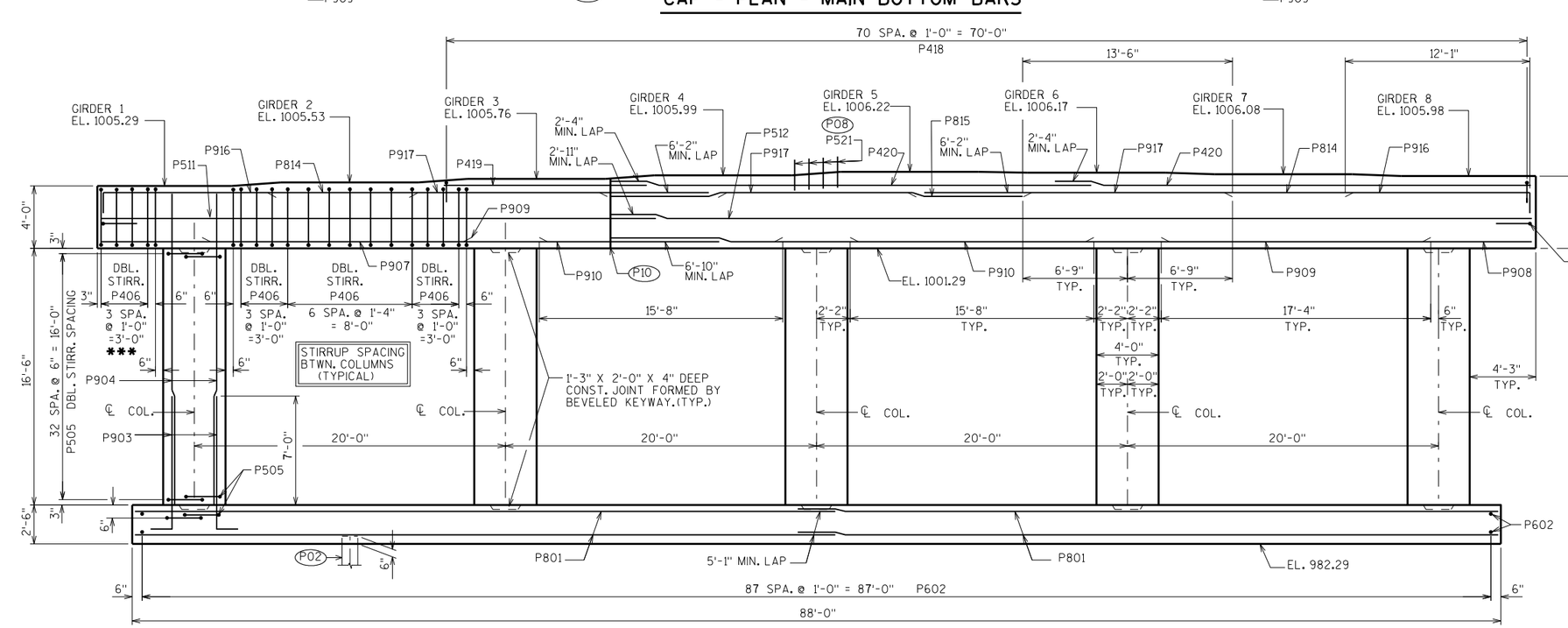


PLAN



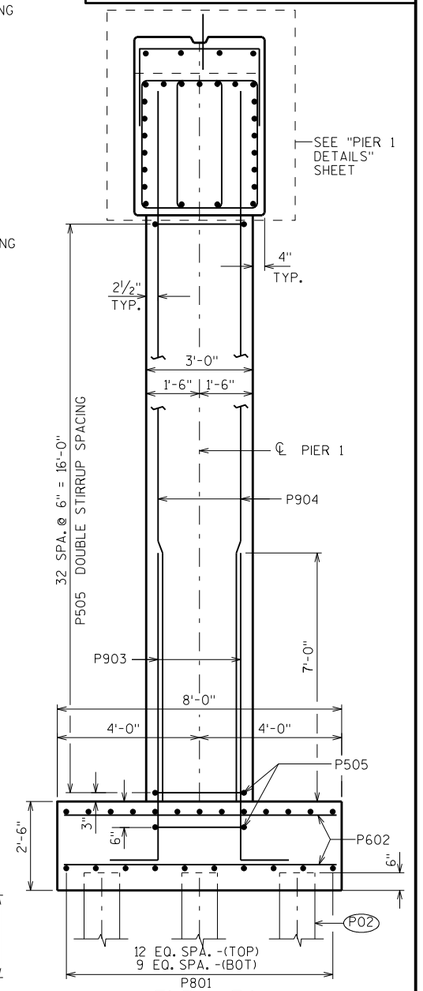
CAP - PLAN - MAIN TOP BARS

CAP - PLAN - MAIN BOTTOM BARS



ELEVATION

*** STIRRUP SPACING TYP. AT CAP ENDS



END VIEW

(P02) SUPPORT PIER ON HP 10 x 42 STEEL PILING, ESTIMATED 15 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(P08) BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P10) VERT. CONST. JOINT FORMED BY SURFACED BEVELED 2" X 6" X 2'-0" KEYWAY. FOR OPTIONAL DETAILS, SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

PIER 1

SHEET 8

421

STATE PROJECT NUMBER

1023-02-83

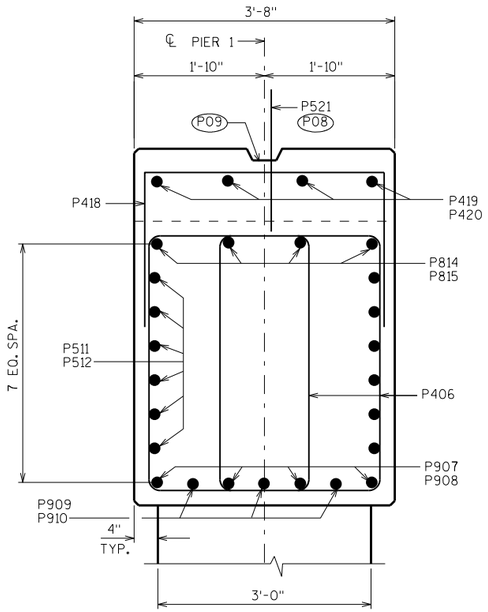
8

8

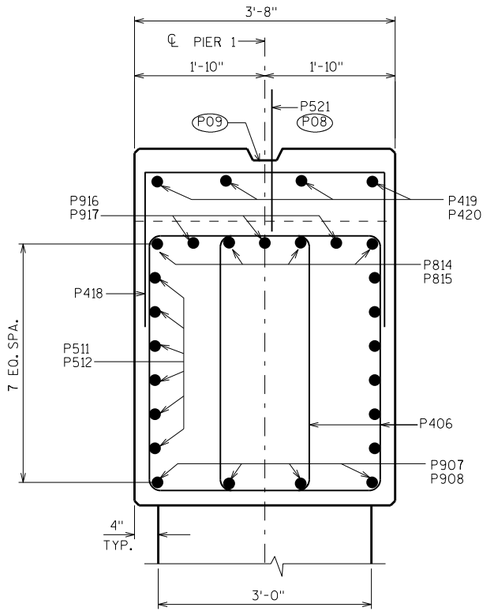
SCALE =

STATE PROJECT NUMBER

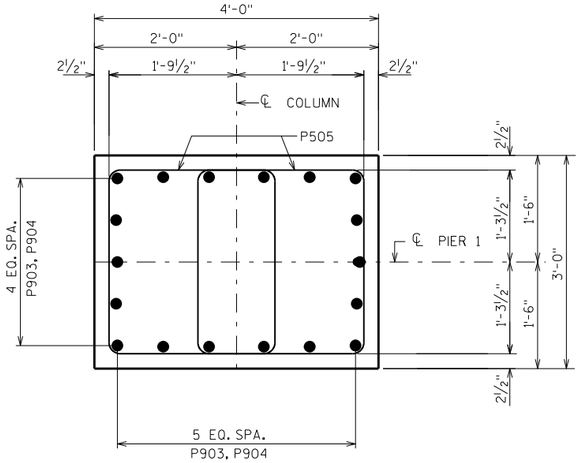
1023-02-83



SECTION THRU CAP BTWN. COLUMNS



SECTION THRU CAP AT COLUMNS



SECTION THRU COLUMNS

BILL OF BARS

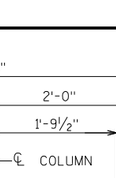
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
P801		92	46'-5"			FOOTING-LONGIT.
P602		176	7'-8"			FOOTING-TRANSVERSE
P903	X	90	10'-2"	X		FOOTING/COLUMN-VERT.
P904	X	90	20'-0"			COLUMN-VERT.
P505	X	340	10'-6"	X		FOOTING/COLUMN-HORIZ.-STIRRUP
P406	X	140	12'-4"	X		CAP-VERT. STIRRUPS
P907	X	4	39'-10			CAP-BOT.-HORIZ.
P908	X	4	59'-3"			CAP-BOT.-HORIZ.
P909	X	6	17'-4"			CAP-BOT.-HORIZ.
P910	X	6	15'-8"			CAP-BOT.-HORIZ.
P511	X	12	35'-11			CAP-MIDDLE-HORIZ.
P512	X	12	59'-3"			CAP-MIDDLE-HORIZ.
P513	X	12	5'-11"	X		CAP-ENDS-HORIZ.
P814	X	8	40'-4"	X		CAP-TOP-HORIZ.
P815	X	4	26'-6"			CAP-TOP-HORIZ.
P916	X	6	13'-5"	X		CAP-TOP-ENDS
P917	X	6	13'-6"			CAP-TOP-HORIZ.
P418	X	71	7'-1"	X		CAP-TOP-U-BARS
P419	X	4	13'-1"			CAP-TOP-HORIZ.
P420	X	8	30'-10			CAP-TOP-HORIZ.
P521	X	28	2'-0"			CAP-TOP-VERT.-DOWEL

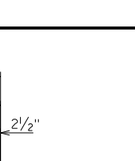
(P02) SUPPORT PIER ON HP 10 x 42 STEEL PILING, ESTIMATED 15 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(P08) BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P09) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2 x 6 BETWEEN BEAM SEATS.



P903



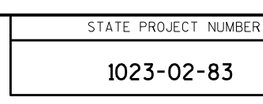
P505



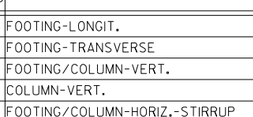
P406



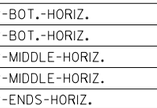
P513



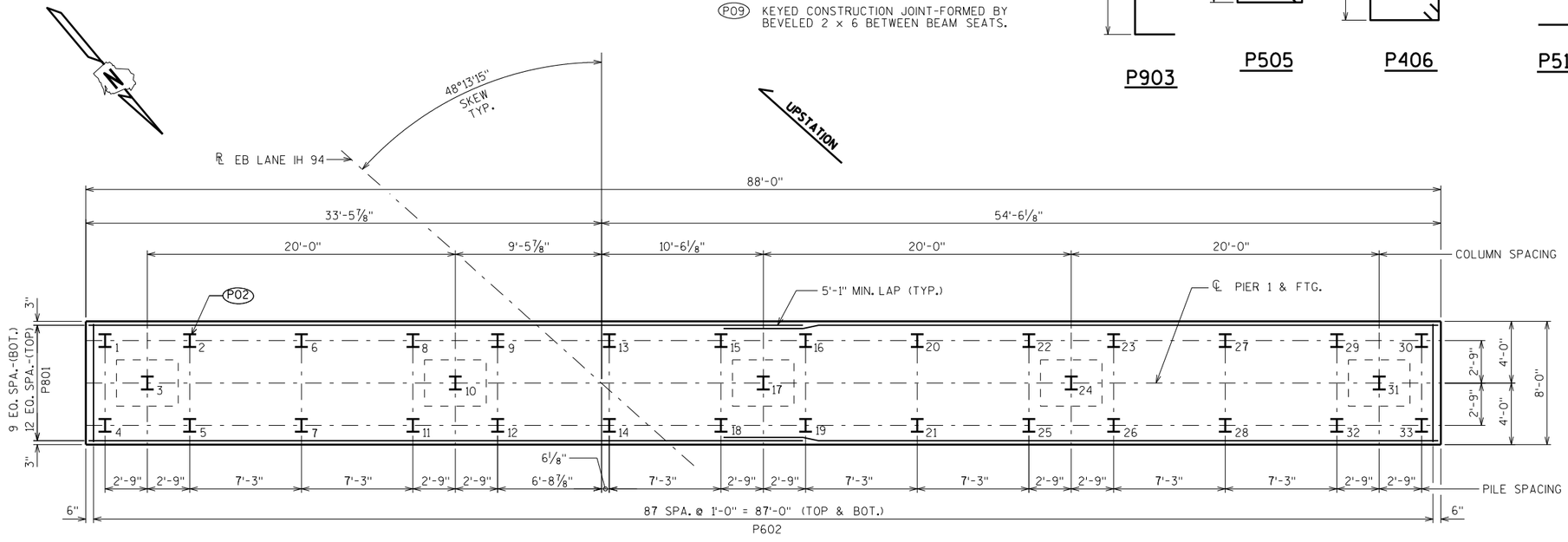
P814



P916



P418



FOOTING PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

PIER 1 DETAILS

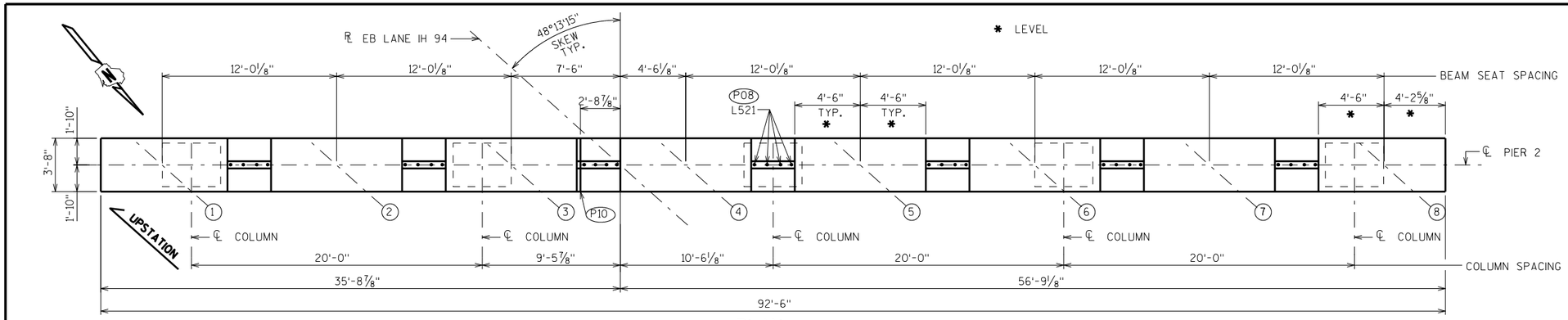
SHEET 9

422

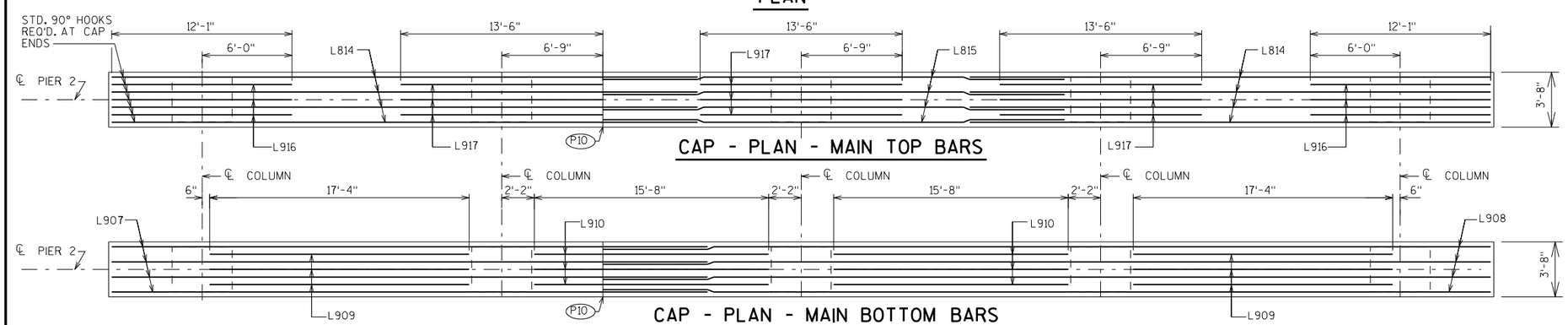
SCALE =

STATE PROJECT NUMBER

1023-02-83

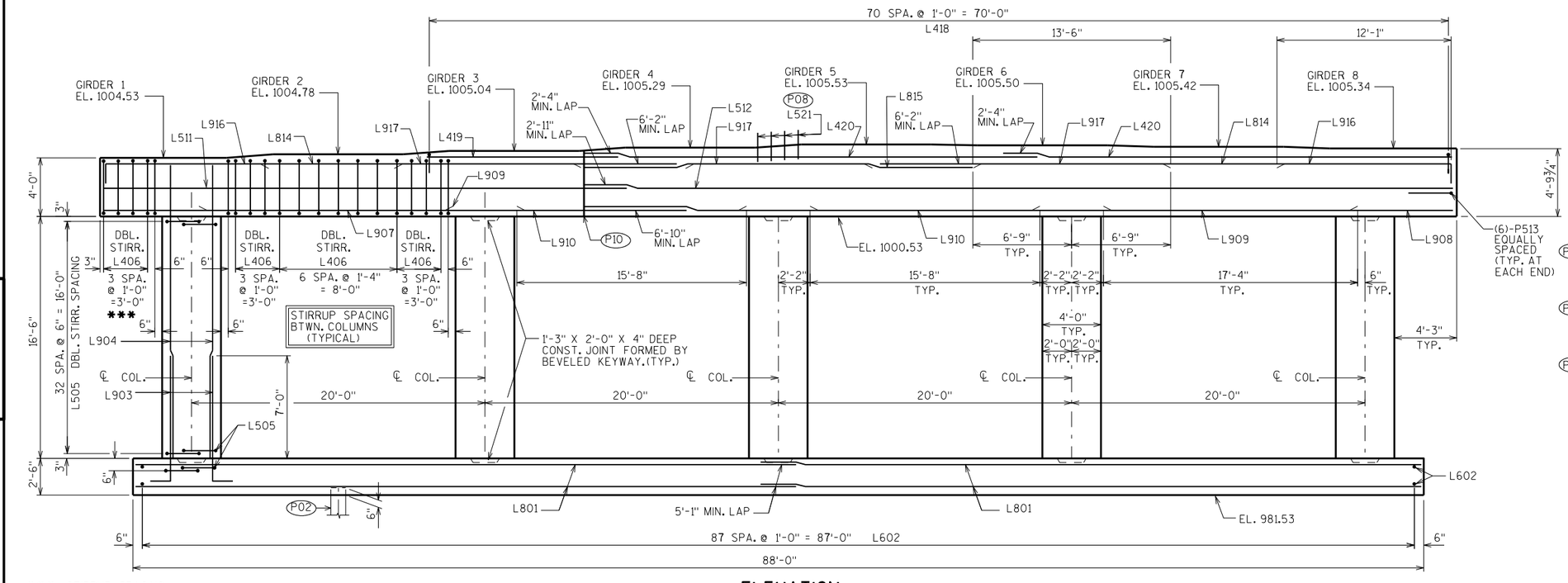


PLAN



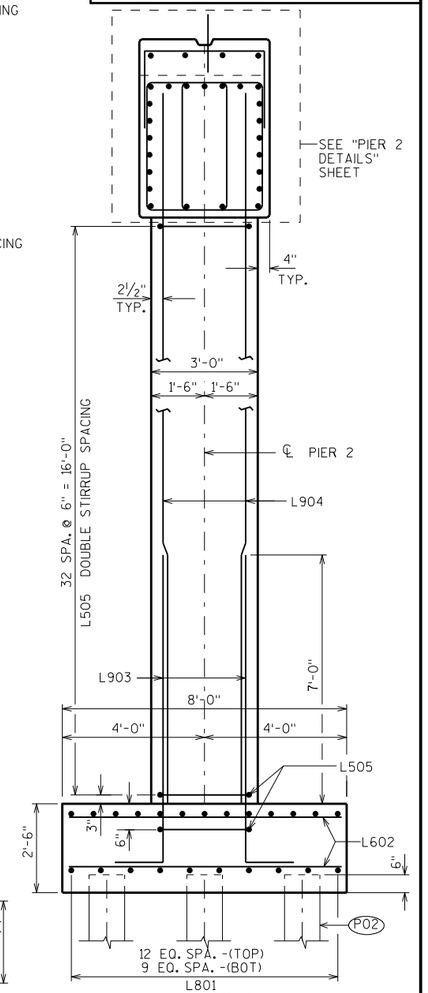
CAP - PLAN - MAIN TOP BARS

CAP - PLAN - MAIN BOTTOM BARS



ELEVATION

*** STIRRUP SPACING TYP. AT CAP ENDS



END VIEW

P02 SUPPORT PIER ON HP 10 x 42 STEEL PILING. ESTIMATED 15 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

P08 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

P10 VERT. CONST. JOINT FORMED BY SURFACED BEVELED 2" X 6" X 2'-0" KEYWAY. FOR OPTIONAL DETAILS, SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

PIER 2

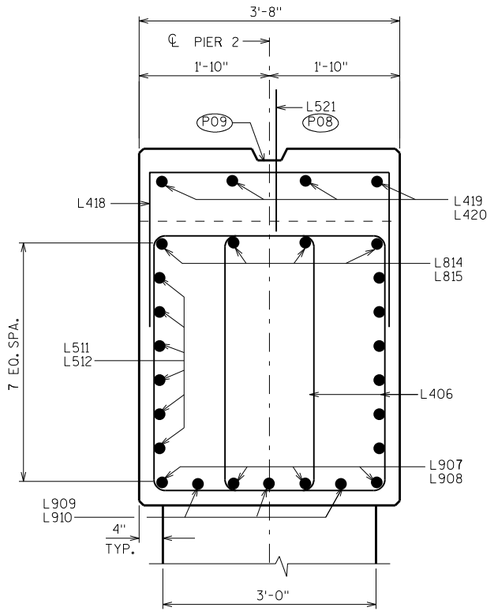
SHEET 10

423

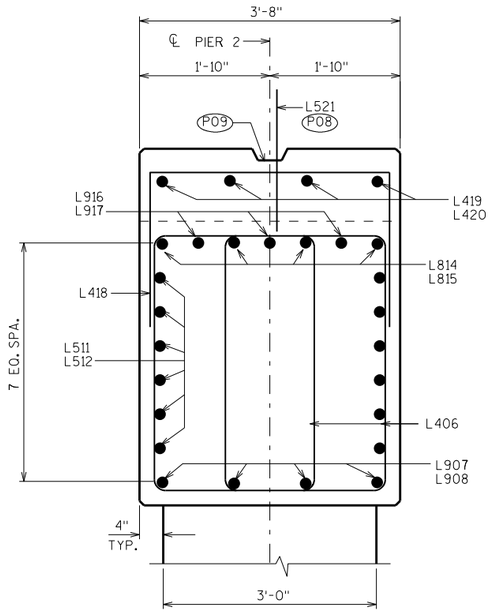
SCALE =

STATE PROJECT NUMBER

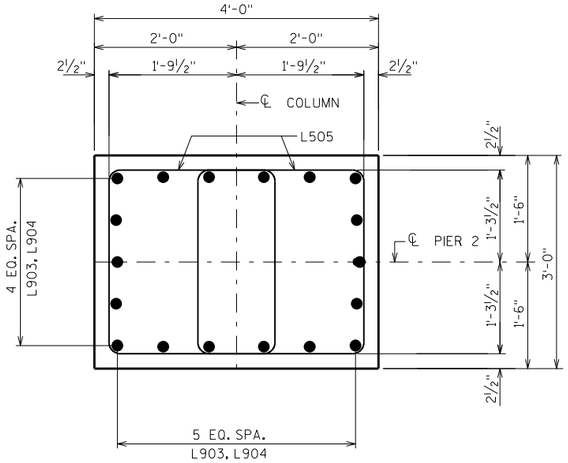
1023-02-83



SECTION THRU CAP BTWN. COLUMNS



SECTION THRU CAP AT COLUMNS



SECTION THRU COLUMNS

BILL OF BARS

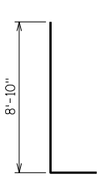
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
L801		92	46'-5"			FOOTING-LONGIT.
L602		176	7'-8"			FOOTING-TRANSVERSE
L903	X	90	10'-2"	X		FOOTING/COLUMN-VERT.
L904	X	90	20'-0"			COLUMN-VERT.
L505	X	340	10'-6"	X		FOOTING/COLUMN-HORIZ.-STIRRUP
L406	X	140	12'-4"	X		CAP-VERT. STIRRUPS
L907	X	4	39'-10"			CAP-BOT.-HORIZ.
L908	X	4	59'-3"			CAP-BOT.-HORIZ.
L909	X	6	17'-4"			CAP-BOT.-HORIZ.
L910	X	6	15'-8"			CAP-BOT.-HORIZ.
L511	X	12	35'-11"			CAP-MIDDLE-HORIZ.
L512	X	12	59'-3"			CAP-MIDDLE-HORIZ.
L513	X	12	5'-11"	X		CAP-ENDS-HORIZ.
L814	X	8	40'-4"	X		CAP-TOP-HORIZ.
L815	X	4	26'-6"			CAP-TOP-HORIZ.
L916	X	6	13'-5"	X		CAP-TOP-ENDS
L917	X	6	13'-6"			CAP-TOP-HORIZ.
L418	X	71	7'-1"	X		CAP-TOP-U-BARS
L419	X	4	13'-1"			CAP-TOP-HORIZ.
L420	X	8	30'-10"			CAP-TOP-HORIZ.
L521	X	28	2'-0"			CAP-TOP-VERT.-DOWEL

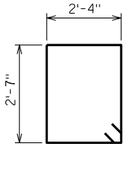
(P02) SUPPORT PIER ON HP 10 x 42 STEEL PILING. ESTIMATED 15 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(P08) BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

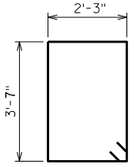
(P09) KEYED CONSTRUCTION JOINT-FORMED BY BEVELED 2 x 6 BETWEEN BEAM SEATS.



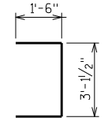
L903



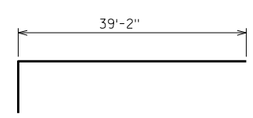
L505



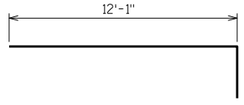
L406



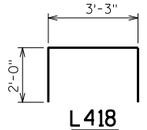
L513



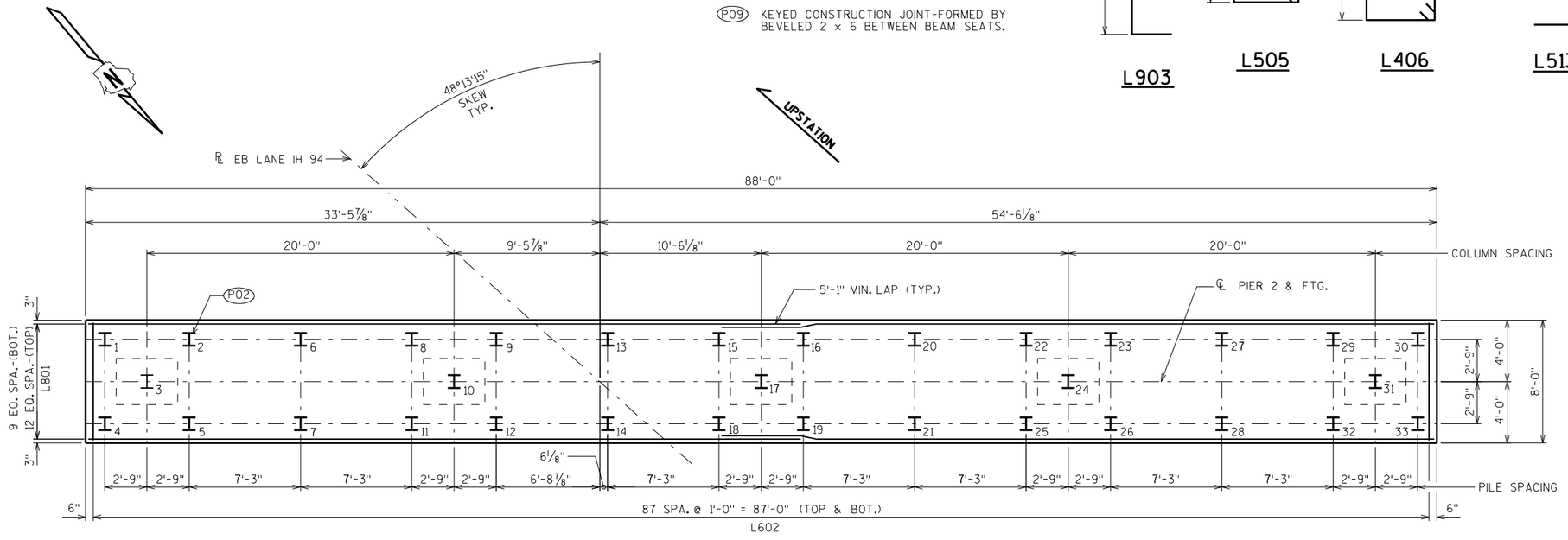
L814



L916



L418



FOOTING PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

PIER 2 DETAILS

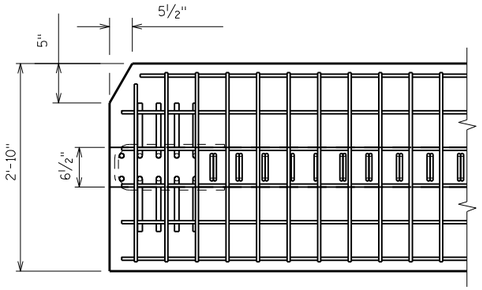
SHEET 11

424

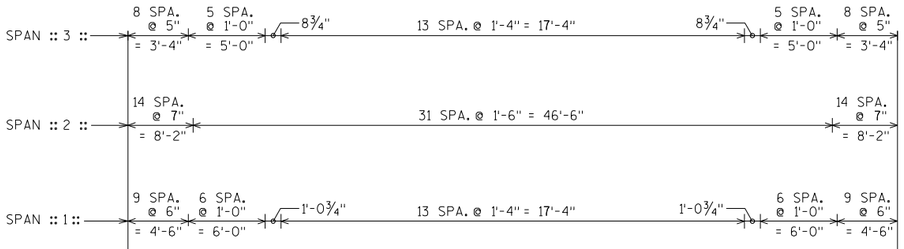
SCALE =

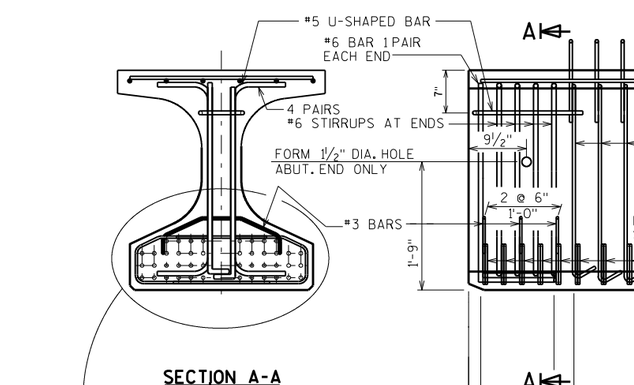
STATE PROJECT NUMBER

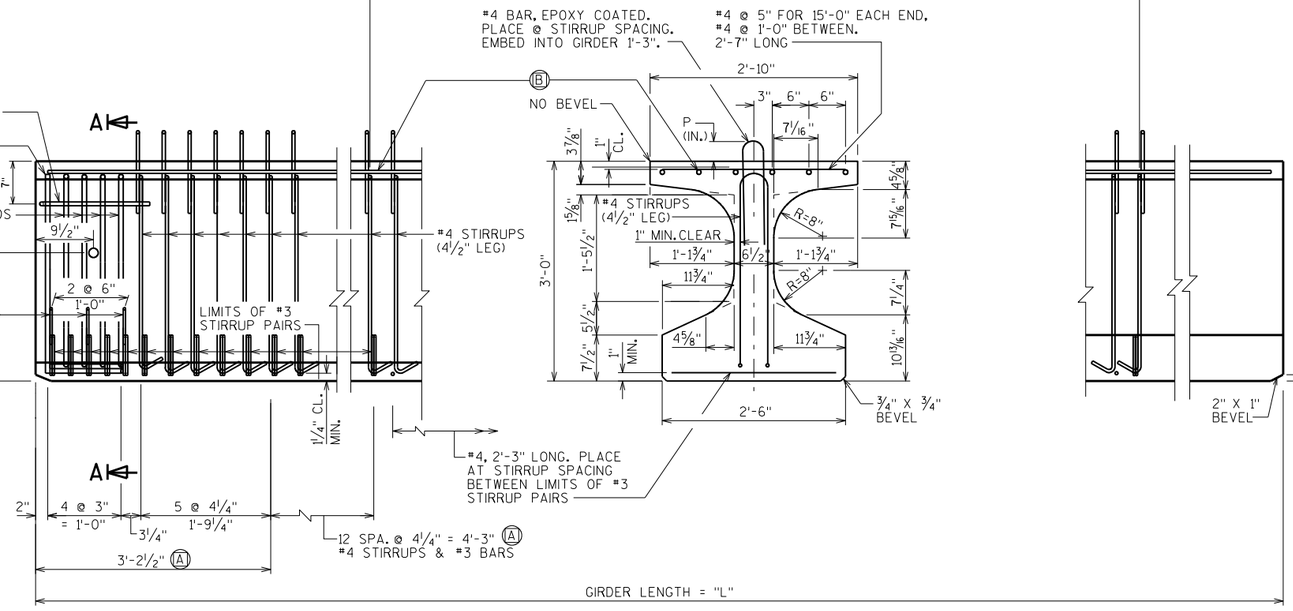
1023-02-83



TOP FLANGE



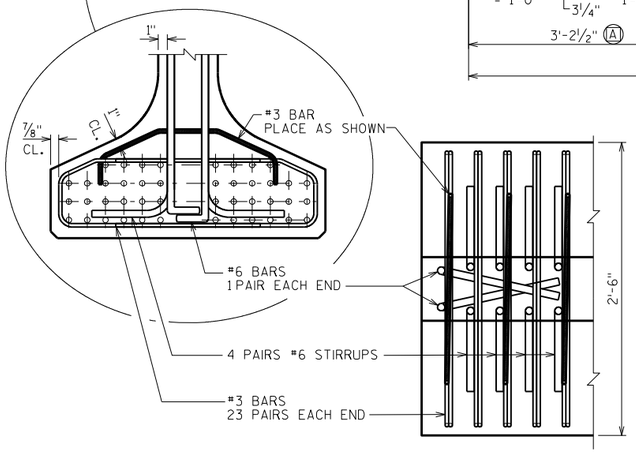




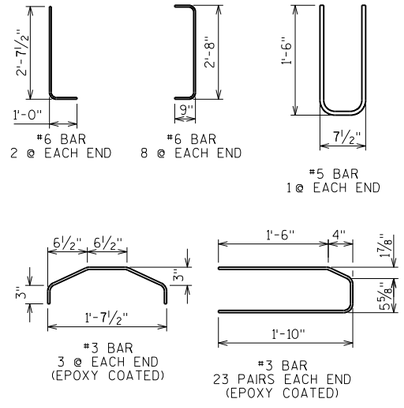
SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ (SPAN 1) 6 #4, FULL LENGTH, MIN. LAP = 1'-11"
(SPAN 2) 6 #4, FULL LENGTH, MIN. LAP = 1'-11"
(SPAN 3) 6 #4, FULL LENGTH, MIN. LAP = 1'-11"



BOTTOM FLANGE



NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH THE END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, ENDS OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, ONE OPTION IS AVAILABLE:

USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE 0.6" DIA. -7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 psi.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (p.s.i.)	"P" 1ST ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	ALL	55.38	0.1	0.2	0.2	0.3	0.3	0.3	0.2	0.2	0.1	8000	7	7	7	0.60	——	——	——	——	——	——	16	6400
2	ALL	77.75	0.4	0.7	1.0	1.1	1.2	1.1	1.0	0.7	0.4	8000	7	7	7	0.60	20	6400	32	14.0	11.0	4.0	——	——
3	ALL	50.38	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.1	8000	7	7	7	0.60	——	——	——	——	——	——	16	6400

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

36W" PRESTRESSED GIRDER DETAILS

SHEET 12

425

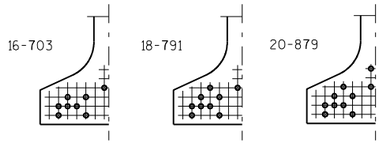
SCALE =

THU MAR 20 15:56:38 2014 *1-13

G36W

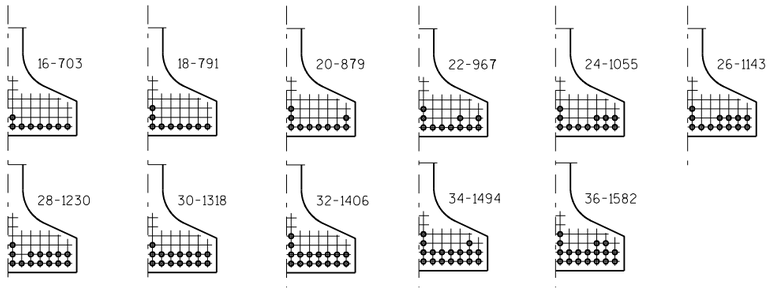
STATE PROJECT NUMBER

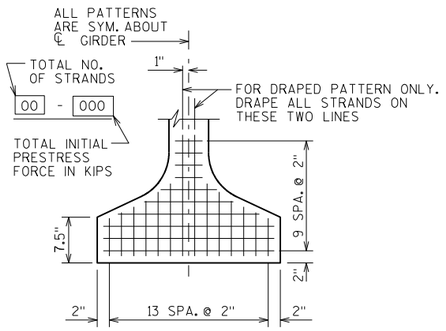
1023-02-83



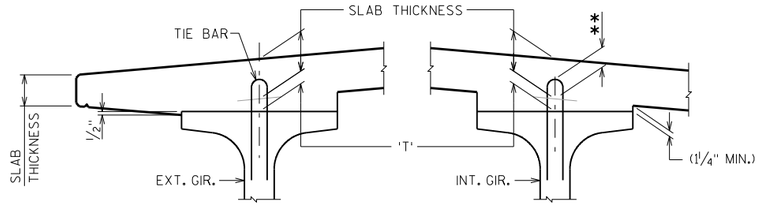
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS





TYP. STRAND PATTERN



SLAB HAUNCH DETAIL

IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

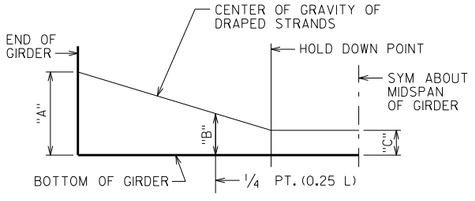
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 2¾" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".

ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



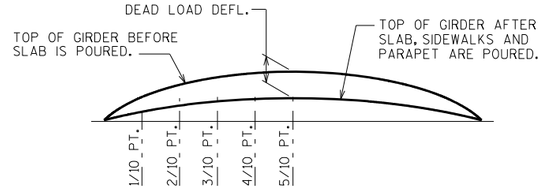
DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.)*
1	0.87
2	1.64
3	0.77

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



DEAD LOAD DEFLECTION DIAGRAM

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

36W" PRESTRESSED GIRDER DETAILS

SHEET 13

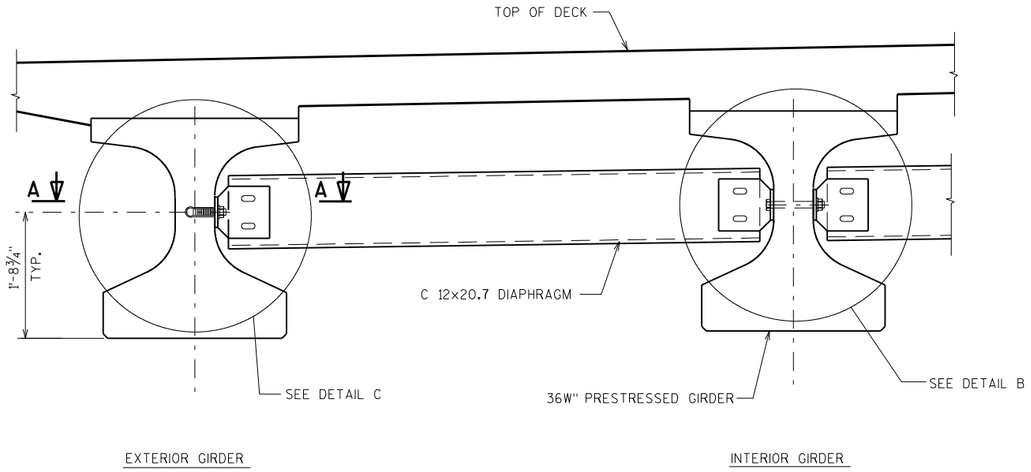
426

SCALE =

THU MAR 20 15:56:41 2014 C:\36W

STATE PROJECT NUMBER

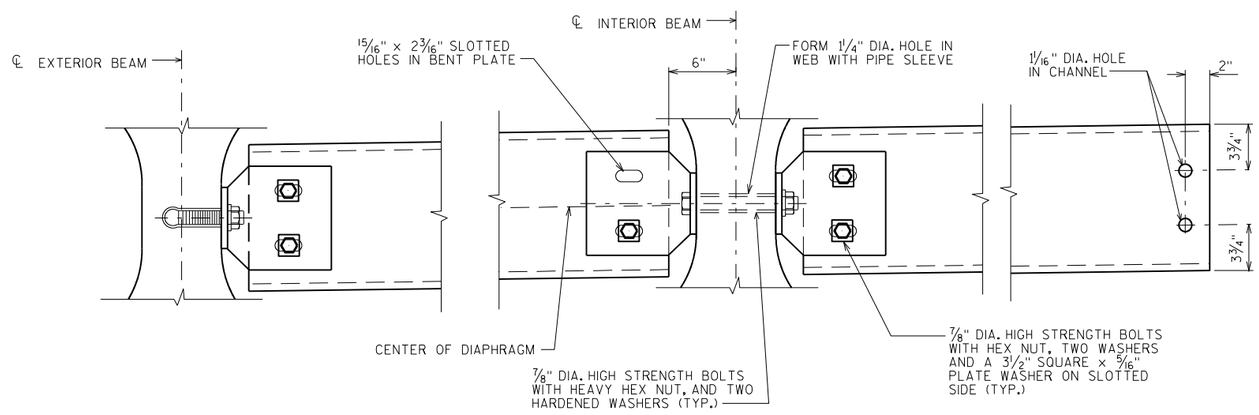
1023-02-83



EXTERIOR GIRDER

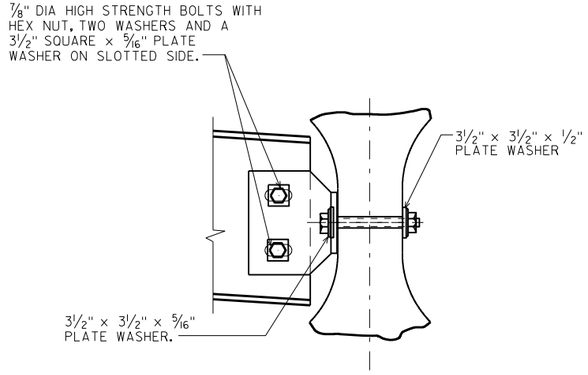
INTERIOR GIRDER

PART TRANSVERSE SECTION AT DIAPHRAGM



DETAIL C

DETAIL B



SECTION AT INTERIOR GIRDERS THRU DIAPHRAGM FOR SKEW ANGLES > 10°

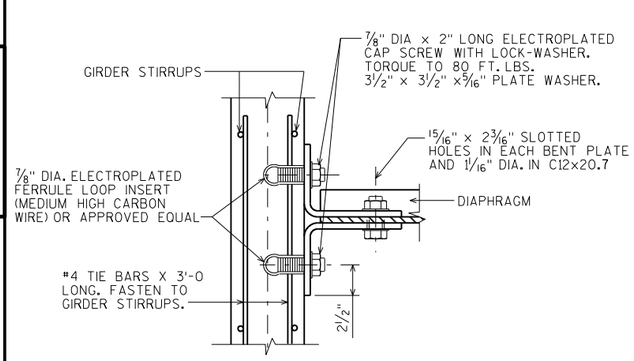
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-41-284", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

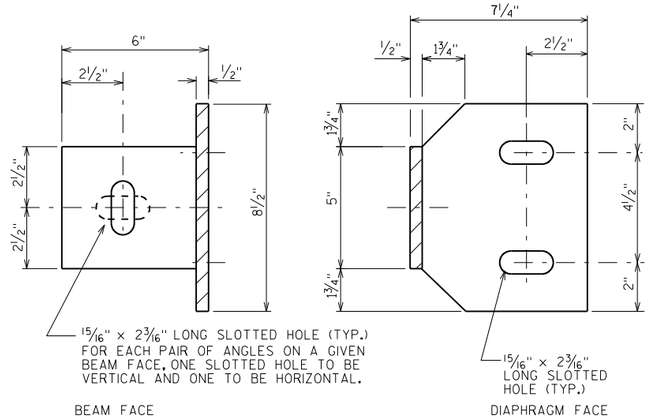
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

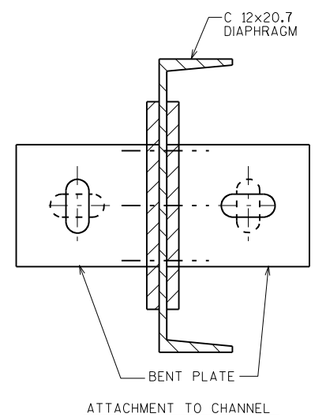
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563. LUBRICANT AND TEST FOR COATED NUTS.



SECTION A-A

(FOR EXTERIOR ATTACHMENT)





ATTACHMENT TO CHANNEL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

STEEL DIAPHRAGM

SHEET 14

427

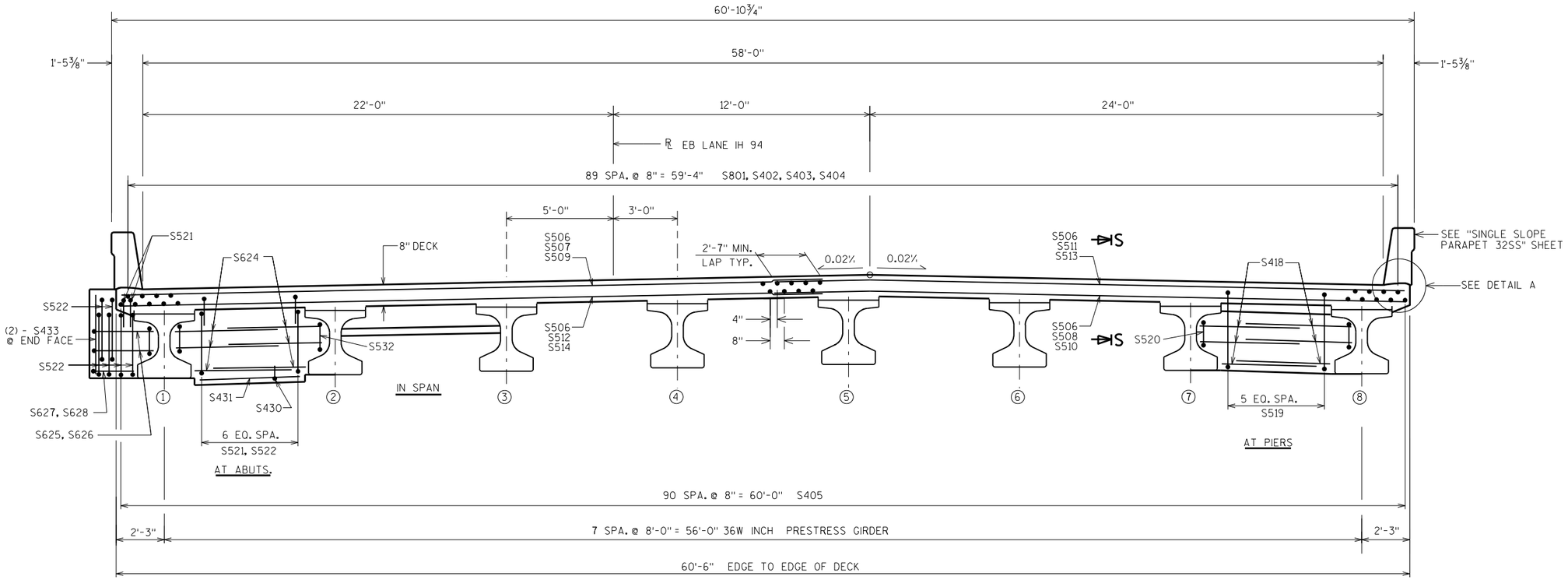
SCALE =

GSTDIA36W
1-13

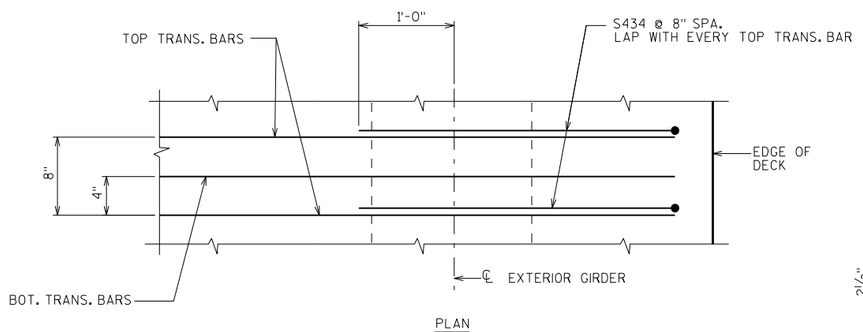
8

8

STATE PROJECT NUMBER
1023-02-83

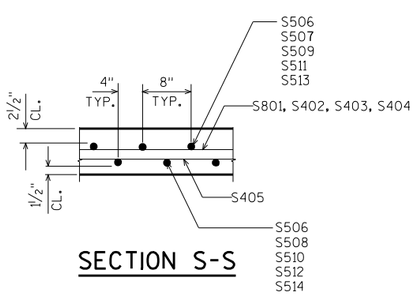


CROSS SECTION THRU ROADWAY
(LOOKING SOUTH)

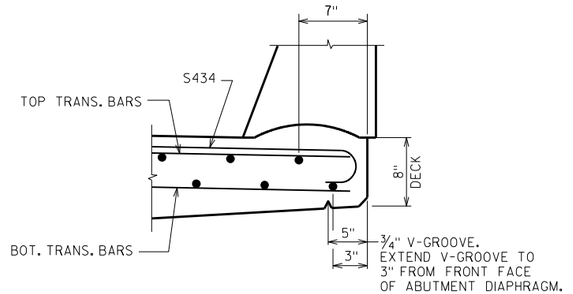


PLAN

ADDITIONAL OVERHANG REINFORCEMENT DETAIL



SECTION S-S



DETAIL A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

SUPERSTRUCTURE CROSS SECTION

SHEET 15

428

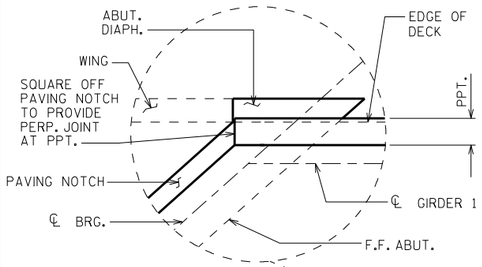
8

8

SCALE =

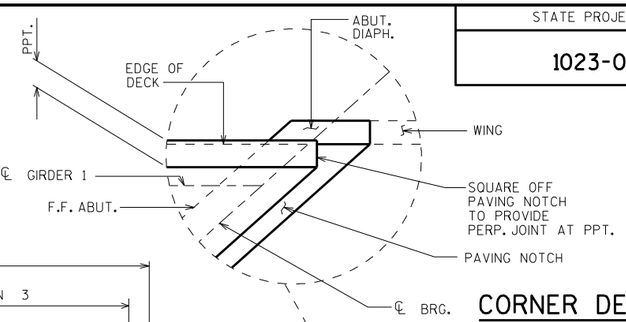
STATE PROJECT NUMBER

1023-02-83



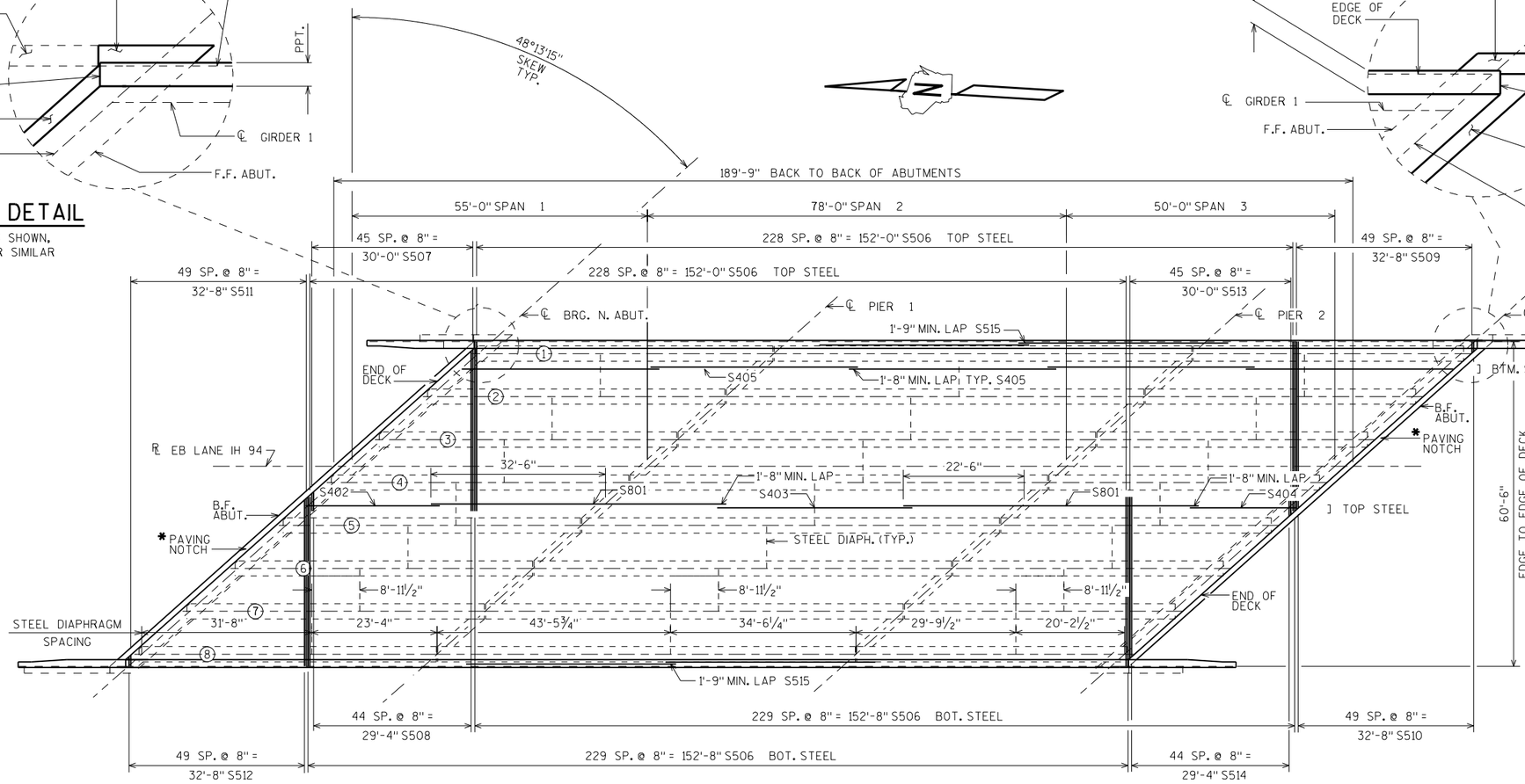
CORNER DETAIL

NE CORNER SHOWN,
SW CORNER SIMILAR



CORNER DETAIL

SE CORNER SHOWN,
NW CORNER SIMILAR



PLAN

TOP OF DECK ELEVATIONS

	N. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	PIER 1	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	PIER 2
LT. EOD	1009.65	1009.61	1009.56	1009.52	1009.48	1009.44	1009.39	1009.35	1009.30	1009.25	1009.21	1009.14	1009.07	1009.00	1008.92	1008.85	1008.77	1008.70	1008.62	1008.54	1008.45
GIR. 1	1009.69	1009.64	1009.60	1009.56	1009.52	1009.48	1009.43	1009.39	1009.34	1009.30	1009.25	1009.18	1009.11	1009.04	1008.97	1008.89	1008.82	1008.74	1008.66	1008.58	1008.50
GIR. 2	1009.91	1009.87	1009.83	1009.79	1009.75	1009.71	1009.66	1009.62	1009.58	1009.53	1009.49	1009.42	1009.35	1009.28	1009.21	1009.14	1009.07	1008.99	1008.91	1008.83	1008.75
GIR. 3	1010.13	1010.09	1010.05	1010.02	1009.98	1009.93	1009.89	1009.85	1009.81	1009.76	1009.72	1009.65	1009.59	1009.52	1009.45	1009.38	1009.31	1009.24	1009.16	1009.08	1009.01
GIR. 4	1010.35	1010.31	1010.28	1010.24	1010.20	1010.16	1010.12	1010.08	1010.04	1009.99	1009.95	1009.89	1009.82	1009.76	1009.69	1009.62	1009.55	1009.48	1009.41	1009.33	1009.26
GIR. 5	1010.57	1010.53	1010.50	1010.46	1010.42	1010.38	1010.35	1010.31	1010.26	1010.22	1010.18	1010.12	1010.06	1009.99	1009.93	1009.86	1009.79	1009.72	1009.65	1009.58	1009.50
GIR. 6	1010.50	1010.47	1010.44	1010.40	1010.36	1010.33	1010.29	1010.25	1010.21	1010.17	1010.13	1010.07	1010.01	1009.95	1009.88	1009.82	1009.75	1009.68	1009.61	1009.54	1009.47
GIR. 7	1010.40	1010.37	1010.33	1010.30	1010.26	1010.23	1010.19	1010.15	1010.11	1010.08	1010.04	1009.98	1009.92	1009.86	1009.80	1009.73	1009.67	1009.60	1009.53	1009.46	1009.39
GIR. 8	1010.29	1010.26	1010.23	1010.19	1010.16	1010.12	1010.09	1010.05	1010.02	1009.98	1009.94	1009.88	1009.83	1009.77	1009.71	1009.65	1009.58	1009.52	1009.45	1009.38	1009.31
RT. EOD	1010.28	1010.25	1010.22	1010.19	1010.15	1010.12	1010.09	1010.05	1010.01	1009.98	1009.94	1009.88	1009.83	1009.77	1009.71	1009.65	1009.58	1009.52	1009.45	1009.39	1009.32

	PIER 2	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	S. ABUT.
LT. EOD	1008.45	1008.40	1008.35	1008.29	1008.24	1008.18	1008.12	1008.07	1008.01	1007.95	1007.89
GIR. 1	1008.50	1008.45	1008.39	1008.34	1008.29	1008.23	1008.17	1008.12	1008.06	1008.00	1007.94
GIR. 2	1008.75	1008.70	1008.65	1008.60	1008.54	1008.49	1008.43	1008.38	1008.32	1008.26	1008.21
GIR. 3	1009.01	1008.96	1008.90	1008.85	1008.80	1008.75	1008.69	1008.64	1008.58	1008.53	1008.47
GIR. 4	1009.26	1009.21	1009.16	1009.10	1009.05	1009.00	1008.95	1008.89	1008.84	1008.79	1008.73
GIR. 5	1009.50	1009.45	1009.41	1009.36	1009.31	1009.25	1009.20	1009.15	1009.10	1009.04	1008.99
GIR. 6	1009.47	1009.42	1009.37	1009.32	1009.28	1009.23	1009.17	1009.12	1009.07	1009.02	1008.97
GIR. 7	1009.39	1009.35	1009.30	1009.25	1009.20	1009.15	1009.10	1009.05	1009.00	1008.95	1008.90
GIR. 8	1009.31	1009.27	1009.22	1009.18	1009.13	1009.08	1009.03	1008.98	1008.93	1008.88	1008.83
RT. EOD	1009.32	1009.27	1009.23	1009.18	1009.13	1009.09	1009.04	1008.99	1008.94	1008.89	1008.84

* LIMITS OF PAVING NOTCH ARE: 1'-0"W X 1'-4"D X LENGTH OF ABUT. WITHIN 1'-3" WINGWALLS. (SQUARE NOTCH OFF IN ORDER TO PROVIDE PERPENDICULAR JOINT FOR PARAPET)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

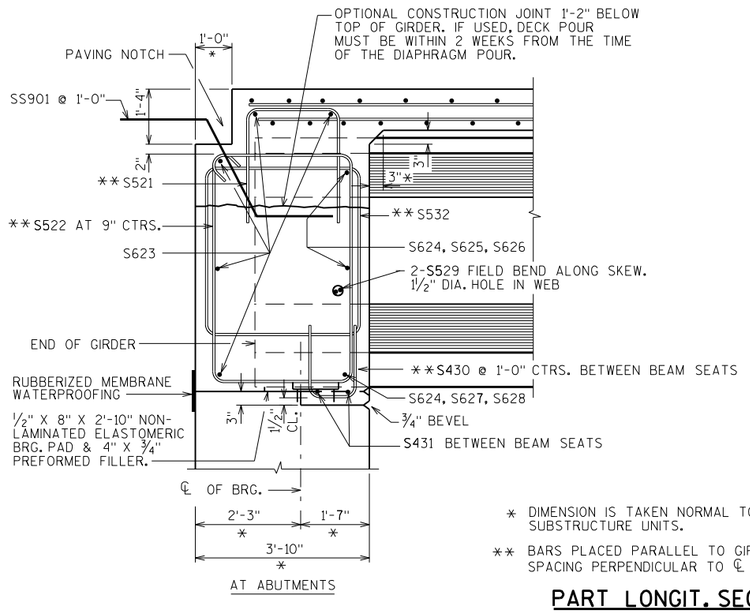
DRAWN BY WWR | PLANS CK'D. BLB

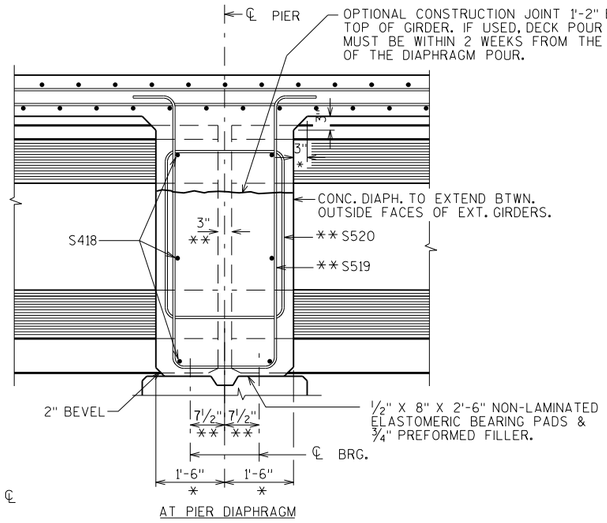
SUPERSTRUCTURE PLAN

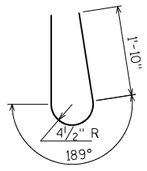
SHEET 16

429

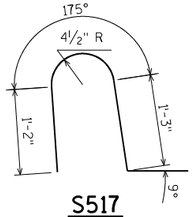
SCALE =







S516

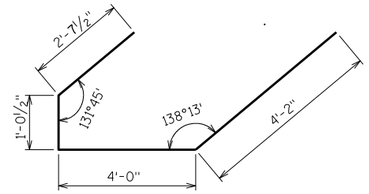


S517

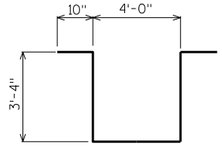
* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS

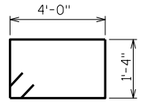
PART LONGIT. SECTION



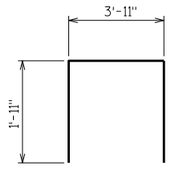
S625



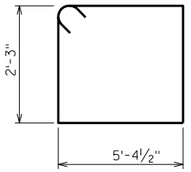
S519



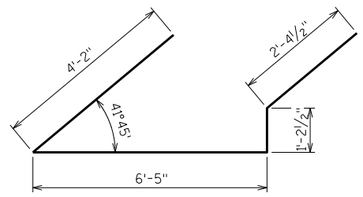
S520



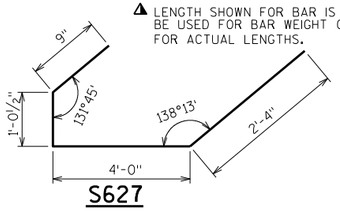
S521



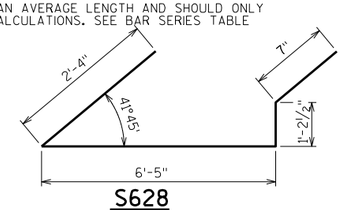
S522



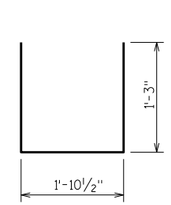
S626



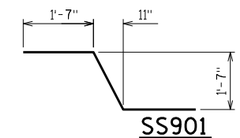
S627



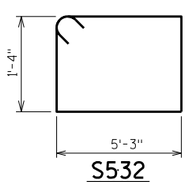
S628



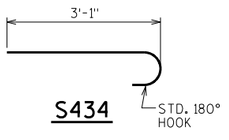
S430



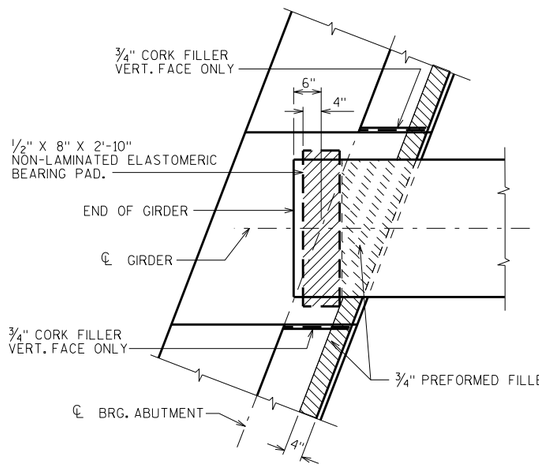
SS901

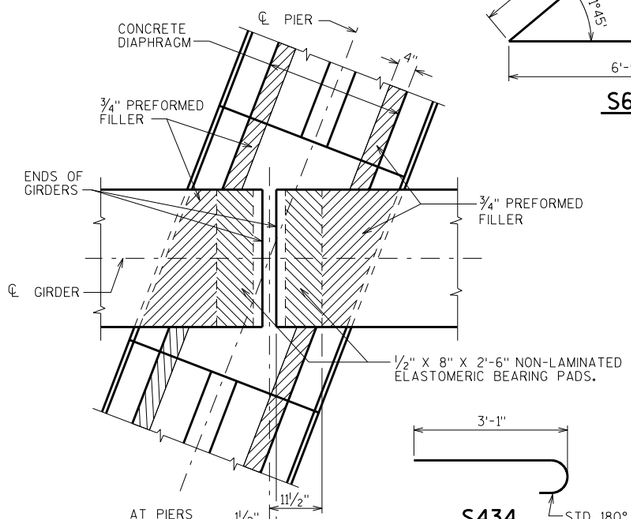


S532



S434





BEARING PAD DETAIL

BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S801	X	180	55'-0"			LONGITUDINAL CONTINUITY
S402	X	90	25'-10"			LONGITUDINAL TOP
S403	X	90	36'-4"			LONGITUDINAL TOP
S404	X	90	20'-10"			LONGITUDINAL TOP
S405	X	455	38'-7"			LONGITUDINAL BOTTOM
S506	X	918	31'-5"			TRANSVERSE-TOP & BOT.
S507	X	46	16'-4"		▲	TRANSVERSE-TOP
S508	X	45	16'-4"		▲	TRANSVERSE-BOT.
S509	X	50	16'-4"		▲	TRANSVERSE-TOP
S510	X	50	16'-0"		▲	TRANSVERSE-BOT.
S511	X	50	16'-4"		▲	TRANSVERSE-TOP
S512	X	50	16'-0"		▲	TRANSVERSE-BOT.
S513	X	46	16'-4"		▲	TRANSVERSE-TOP
S514	X	45	16'-4"		▲	TRANSVERSE-BOT.
S515	X	50	39'-1"			PARAPET 32SS
S516	X	564	5'-0"	X		PARAPET 32SS
S517	X	564	4'-5"	X		PARAPET 32SS
S418	X	168	6'-9"			PIER DIAPHRAGM
S519	X	84	11'-10"	X		PIER DIAPHRAGM
S520	X	28	11'-4"	X		PIER DIAPHRAGM
S521	X	106	7'-6"	X		ABUT. DIAPHRAGM
S522	X	122	15'-11"	X		ABUT. DIAPHRAGM
S623	X	30	33'-6"			ABUT. DIAPHRAGM
S624	X	84	7'-4"			ABUT. DIAPHRAGM
S625	X	4	11'-6"	X		ABUT. DIAPHRAGM
S626	X	4	13'-9"	X		ABUT. DIAPHRAGM
S627	X	2	7'-9"	X		ABUT. DIAPHRAGM
S628	X	2	10'-6"	X		ABUT. DIAPHRAGM
S529	X	32	6'-0"			ABUT. DIAPHRAGM
S430	X	112	4'-3"	X		ABUT. DIAPHRAGM
S431	X	28	6'-5"			ABUT. DIAPHRAGM
S532	X	32	13'-10"	X		ABUT. DIAPHRAGM
S433	X	8	3'-5"			ABUT. DIAPHRAGM
S434	X	650	3'-7"	X		TRANSVERSE
SS901		182	5'-0"	X		N. & S. ABUT. DIAPHRAGM

▲ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

BUNDLE AND TAG EACH SERIES SEPARATELY

MARK	NO. REQD.	LENGTH
S507	1 SERIES OF 46	2'-11" TO 29'-9"
S508	1 SERIES OF 45	3'-3" TO 29'-5"
S509	1 SERIES OF 50	1'-9" TO 30'-11"
S510	1 SERIES OF 50	1'-5" TO 30'-8"
S511	1 SERIES OF 50	1'-9" TO 30'-11"
S512	1 SERIES OF 50	1'-5" TO 30'-8"
S513	1 SERIES OF 46	2'-11" TO 29'-9"
S514	1 SERIES OF 45	3'-3" TO 29'-5"

STATE PROJECT NUMBER

1023-02-83

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

SUPERSTRUCTURE DETAILS

SHEET 17

430

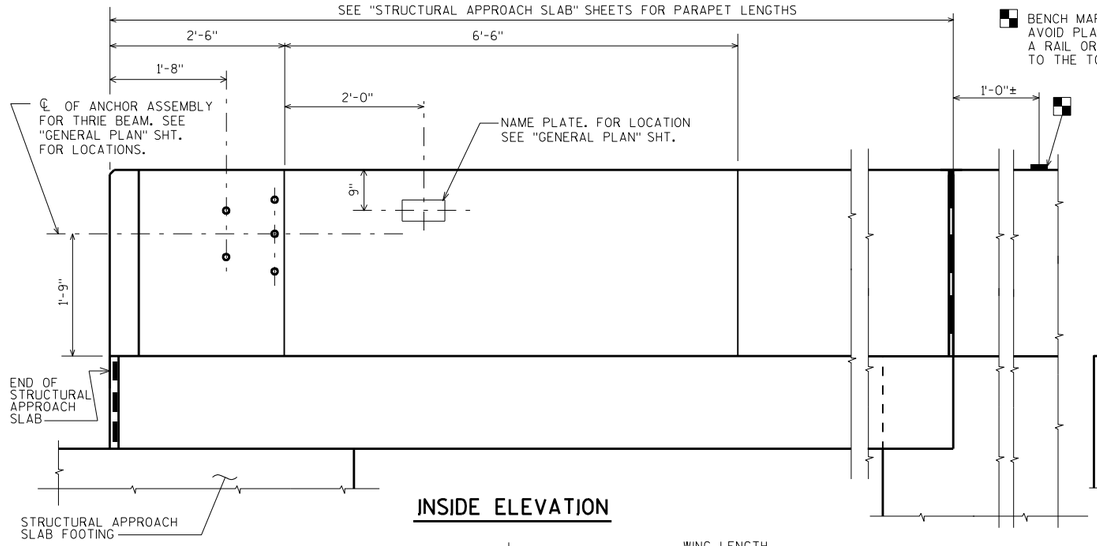
8

8

SCALE =

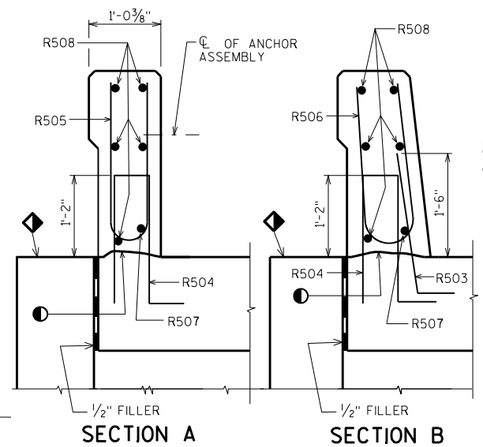
STATE PROJECT NUMBER

1023-02-83



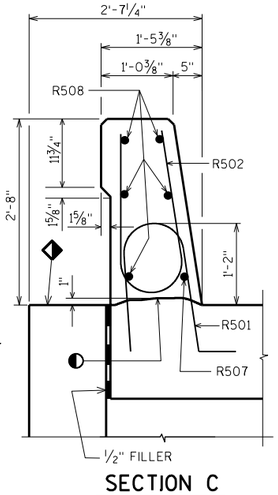
INSIDE ELEVATION

BENCH MARK CAP (WHEN SUPPLIED). AVOID PLACING A BENCH MARK CAP BELOW A RAIL OR FENCE SYSTEM THAT IS ATTACHED TO THE TOP OF THE PARAPET.



SECTION A

SECTION B

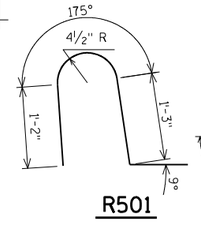


SECTION C

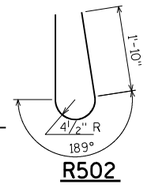
BILL OF BARS

FOR STRUCTURAL APPROACH SLAB PARAPETS

BAR MARK	COAT	N. APPR.	S. APPR.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	34	34	4-5	X		PARAPET VERT.
R502	X	34	34	5-0	X		PARAPET VERT.
R503	X	24	24	2-9	X		PARAPET VERT.
R504	X	34	34	4-4	X		PARAPET VERT.
R505	X	22	22	4-9	X		PARAPET VERT.
R506	X	12	12	4-10	X		PARAPET VERT.
R507	X	2	2	19-5	X		PARAPET HORIZ.
R508	X	10	10	19-5			PARAPET HORIZ.



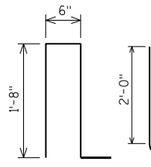
R501



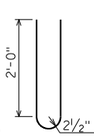
R502



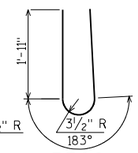
R503



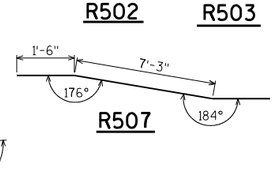
R504



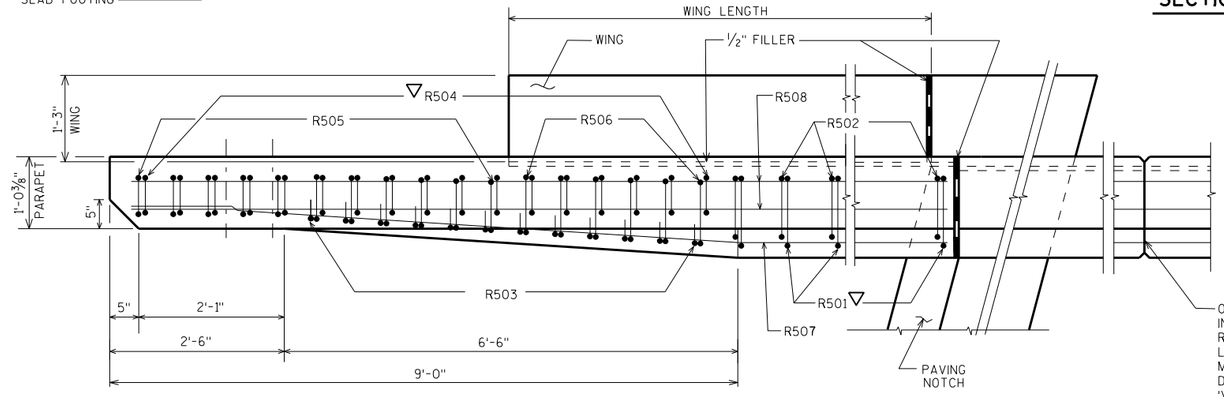
R505



R506

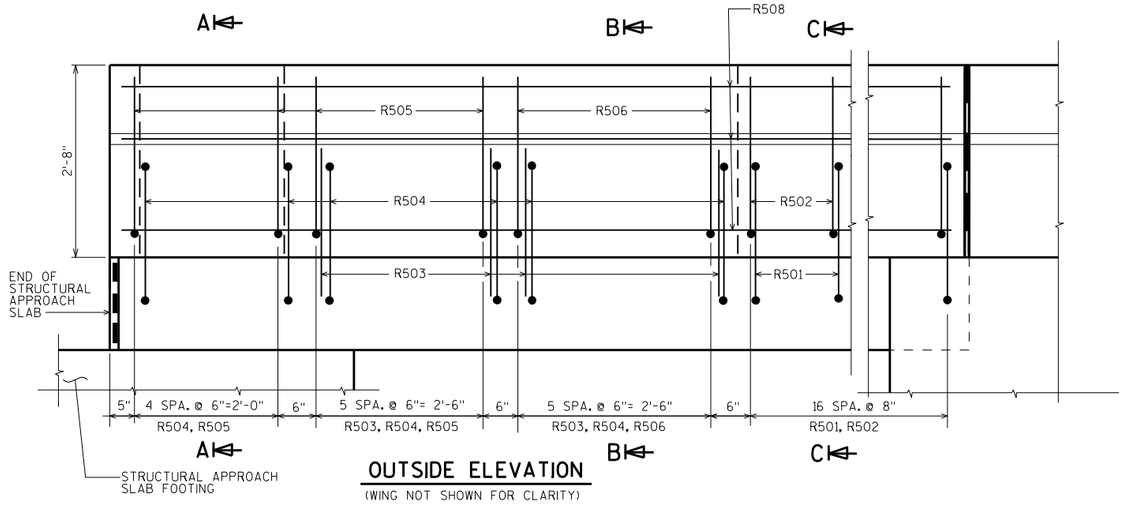


R507



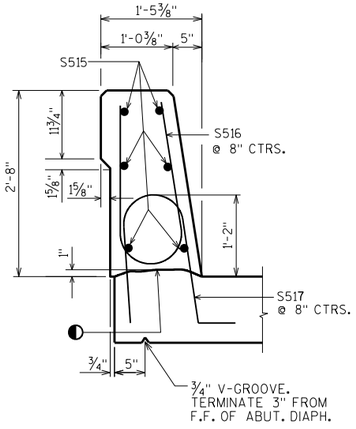
PLAN

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - 'V' GROOVE.

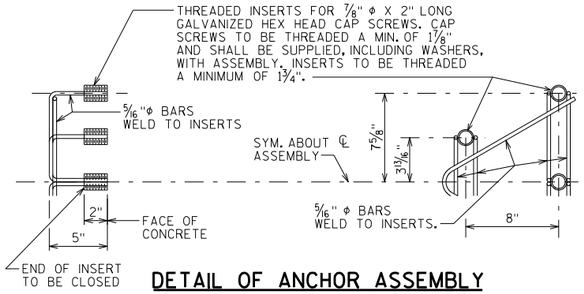


OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)



SECTION THRU PARAPET ON DECK



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

◆ SLOPE FOR DRAINAGE

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

▽ R501 AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

SINGLE SLOPE PARAPET 32SS

SHEET 18

431

SS32APP
1-14

SCALE = 1:1

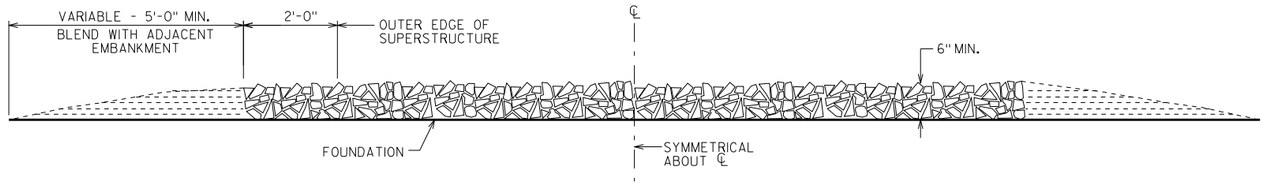
8

14

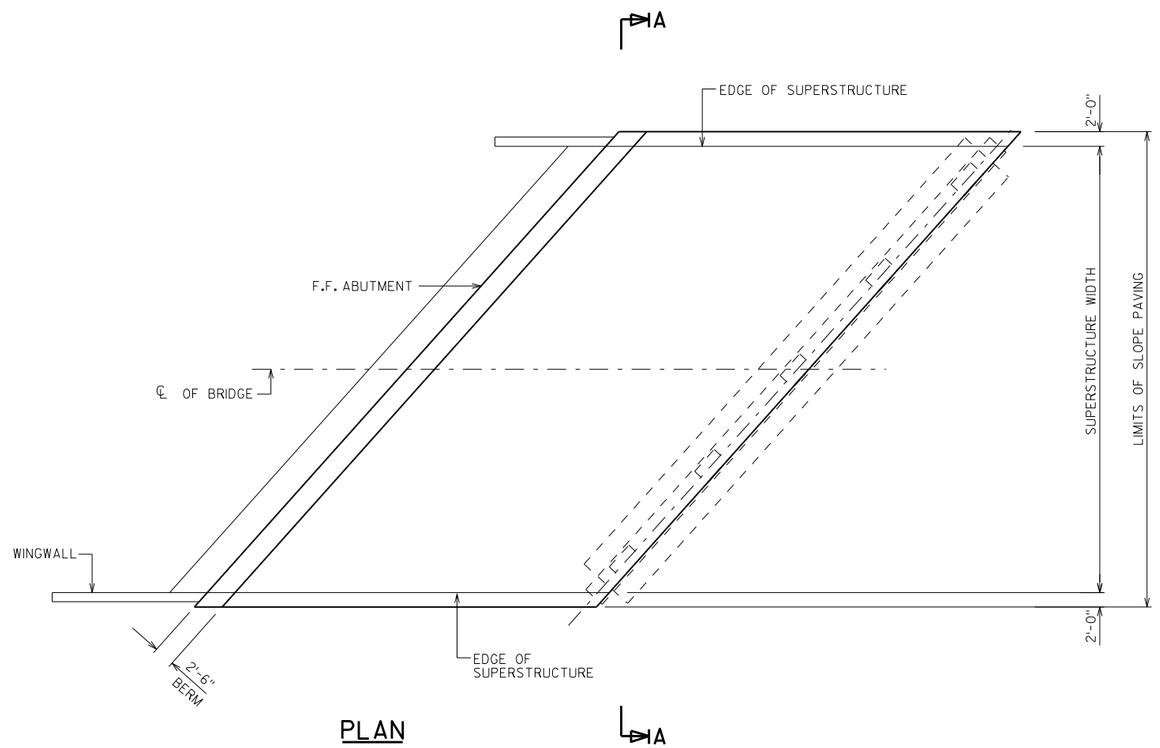
8

STATE PROJECT NUMBER

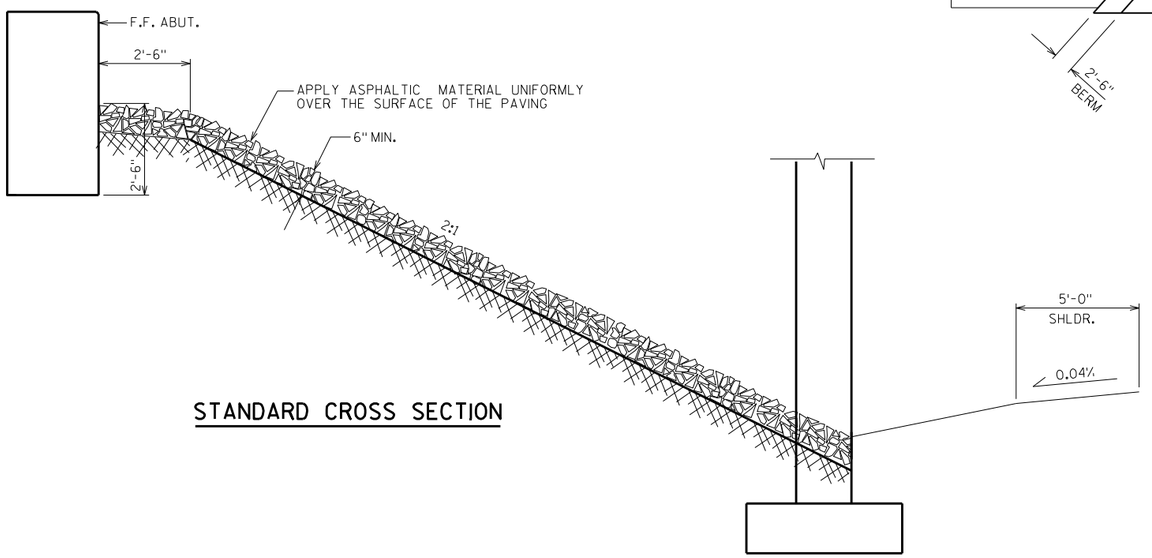
1023-02-83



SECTION A-A



PLAN



STANDARD CROSS SECTION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

SLOPE PAVING (CRUSHED AGGREGATE)

SHEET 19

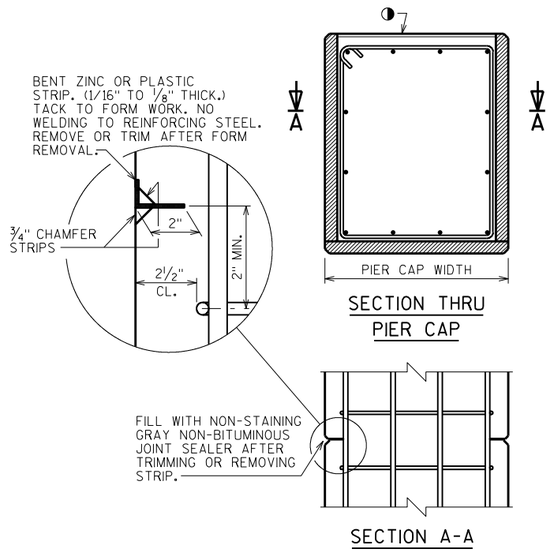
432

SLPPAVCRAG

8 9 1 2 3

SCALE =

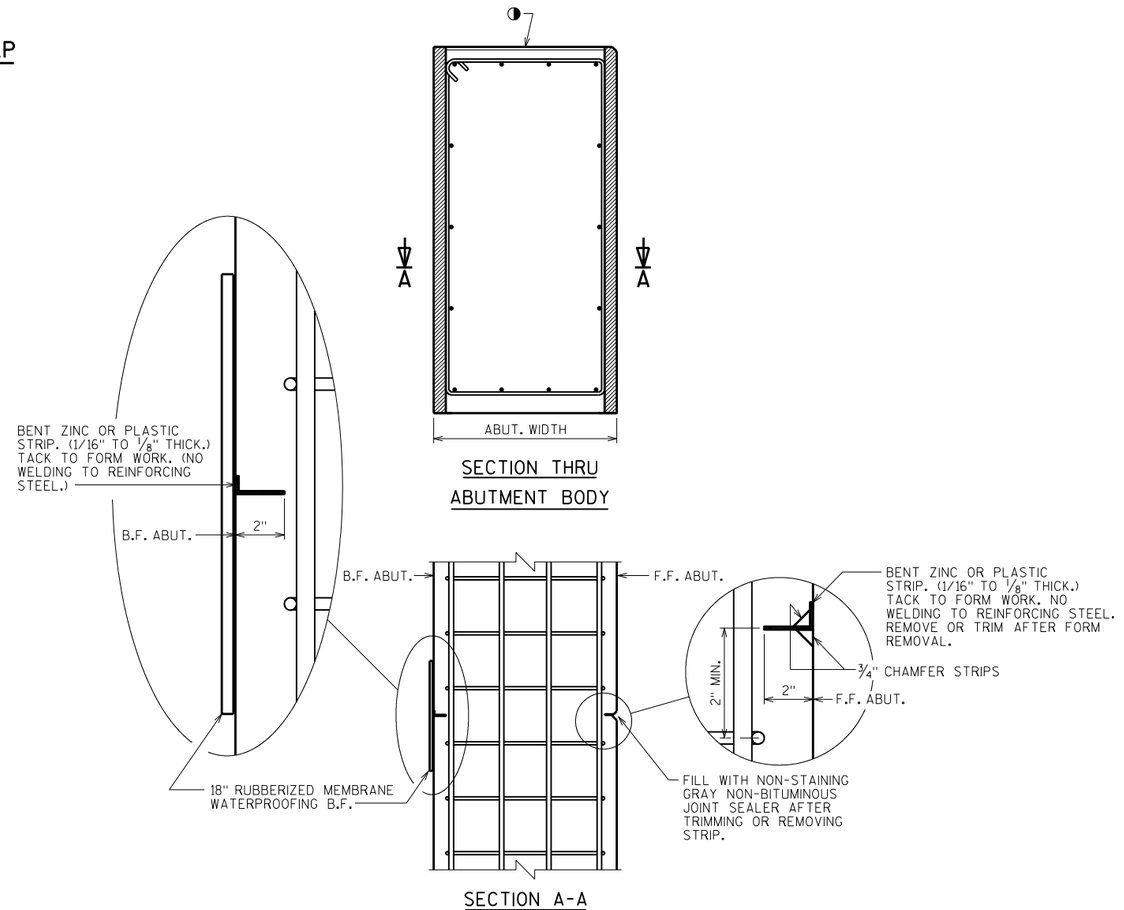
STATE PROJECT NUMBER
1023-02-83



SECTION THRU PIER CAP

SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT PIER CAP



SECTION THRU ABUTMENT BODY

SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

ALTERNATE CONSTRUCTION JOINT

SHEET 20

433

8

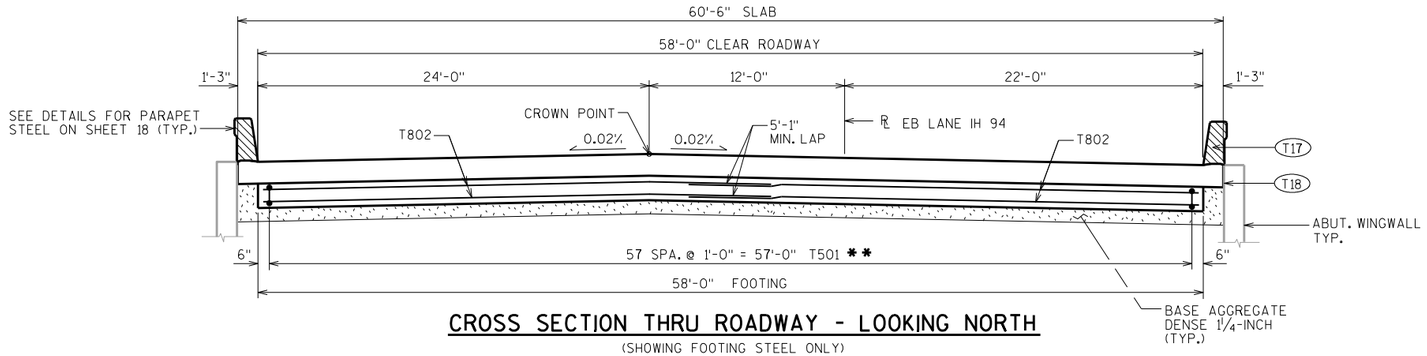
8

1 2 3 6

SCALE =

ALTJOINT
10-08

STATE PROJECT NUMBER
1023-02-83



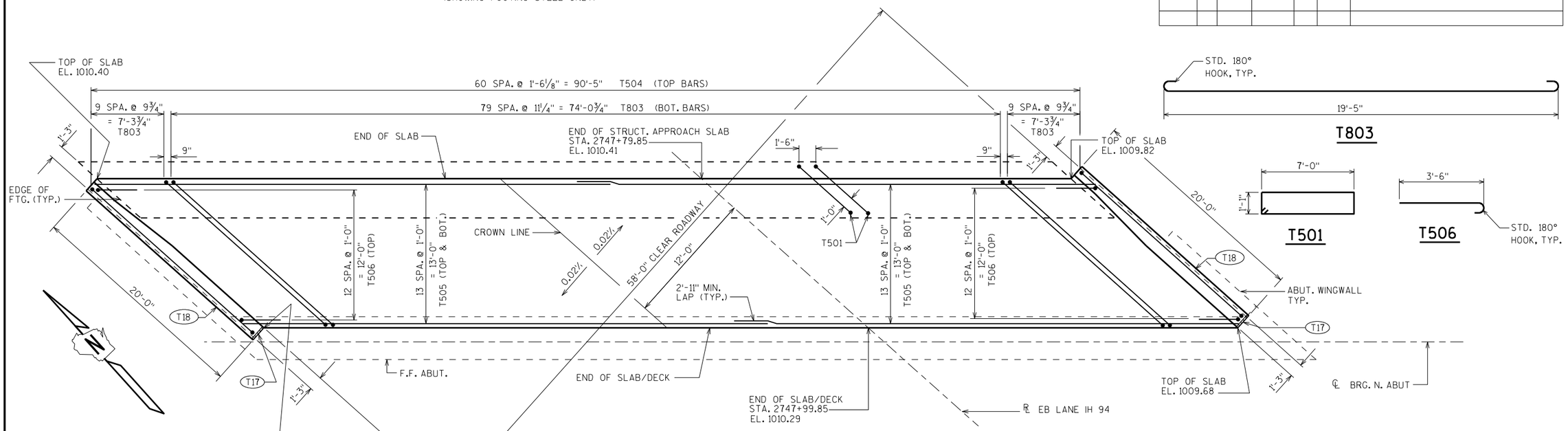
CROSS SECTION THRU ROADWAY - LOOKING NORTH

(SHOWING FOOTING STEEL ONLY)

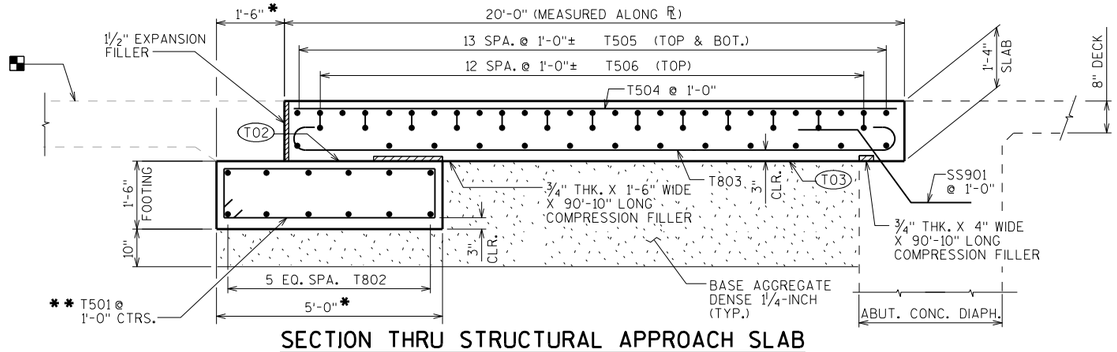
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
T501	X	58	16'-10"	X		APPROACH SLAB FTG. - STIRRUP
T802	X	24	46'-0"			APPROACH SLAB FTG. - TRANS.
T803	X	100	21'-3"	X		APPROACH SLAB - LONG. - BOT.
T504	X	61	19'-5"			APPROACH SLAB - LONG. - TOP
T505	X	56	46'-9"			APPROACH SLAB - LONG - TOP & BOT.
T506	X	26	4'-1"	X		APPROACH SLAB - TRANS - TOP.



NORTH STRUCTURAL APPROACH SLAB PLAN



SECTION THRU STRUCTURAL APPROACH SLAB

T02 STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

T03 PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE BENEATH SLAB.

T17 ½" FILLER (INCLUDED IN PARAPET LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

T18 ½" FILLER PLACED BTWN. ABUT. WINGWALL AND APPROACH SLAB): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

* MEASURED NORMAL TO SUBSTRUCTURE

** BARS PLACED PARALLEL TO ℄ SPACING PERPENDICULAR TO ℄

▪ CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

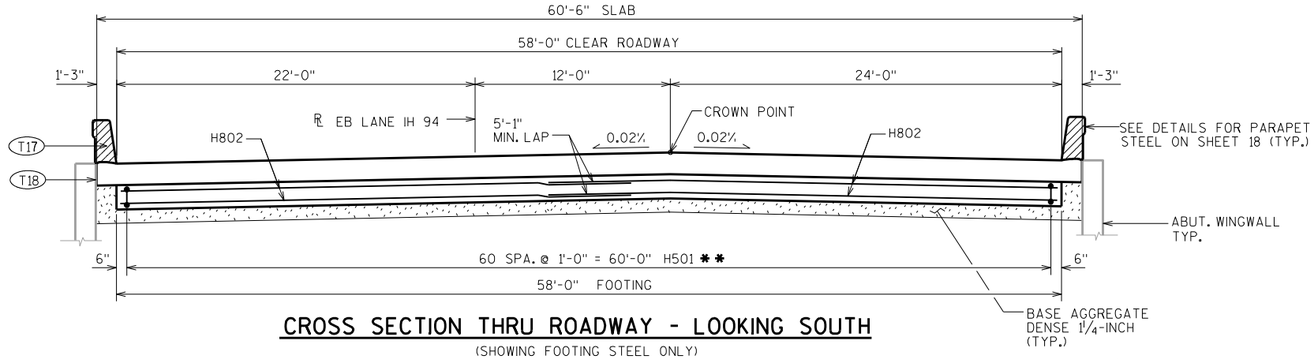
NORTH STRUCTURAL APPROACH SLAB

SHEET 21

434

SCALE =

STATE PROJECT NUMBER
1023-02-83



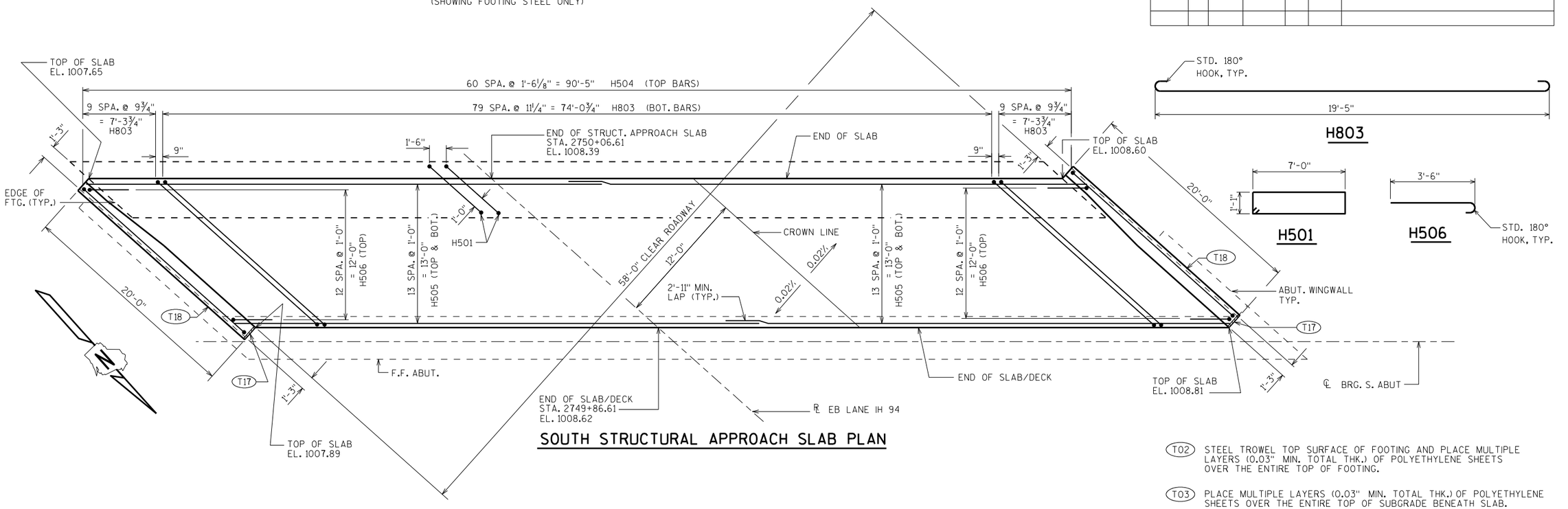
CROSS SECTION THRU ROADWAY - LOOKING SOUTH

(SHOWING FOOTING STEEL ONLY)

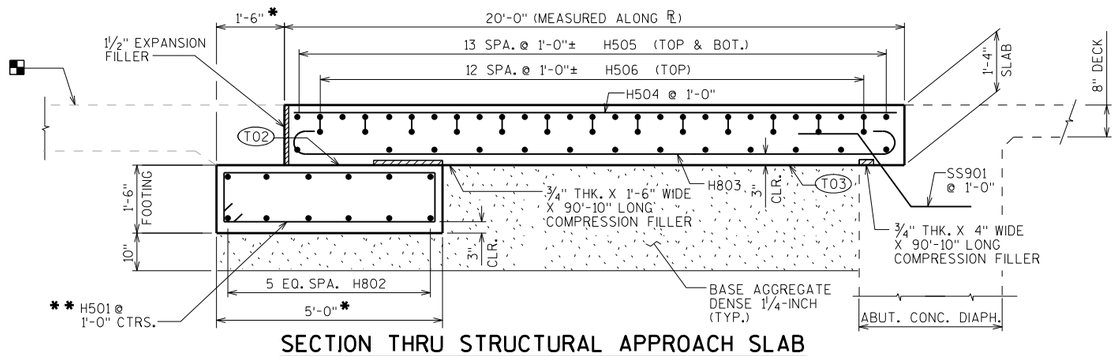
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
H501	X	58	16'-10"	X		APPROACH SLAB FTG. - STIRRUP
H802	X	24	46'-0"			APPROACH SLAB FTG. - TRANS.
H803	X	100	21'-3"	X		APPROACH SLAB - LONG. - BOT.
H504	X	61	19'-5"			APPROACH SLAB - LONG. - TOP
H505	X	56	46'-9"			APPROACH SLAB - LONG - TOP & BOT.
H506	X	26	4'-1"	X		APPROACH SLAB - TRANS - TOP.



SOUTH STRUCTURAL APPROACH SLAB PLAN



SECTION THRU STRUCTURAL APPROACH SLAB

T02 STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

T03 PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE BENEATH SLAB.

T17 ½" FILLER (INCLUDED IN PARAPET LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

T18 ½" FILLER PLACED BTWN. ABUT. WINGWALL AND APPROACH SLAB): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

* MEASURED NORMAL TO SUBSTRUCTURE

** BARS PLACED PARALLEL TO ℄ SPACING PERPENDICULAR TO ℄

▩ CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-284

DRAWN BY WWR | PLANS CK'D. BLB

SOUTH STRUCTURAL APPROACH SLAB

SHEET 22

435

SCALE =

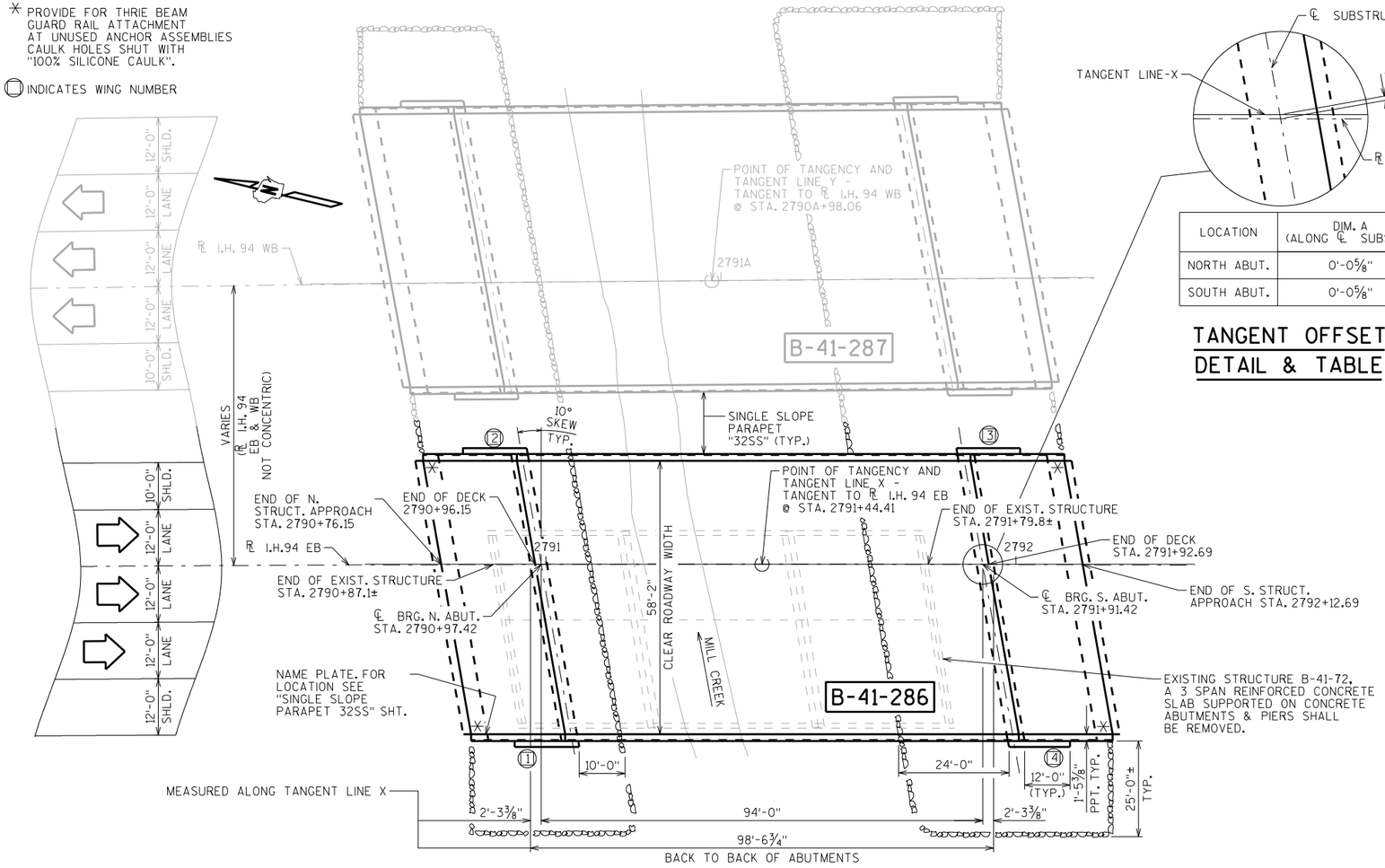
8

8

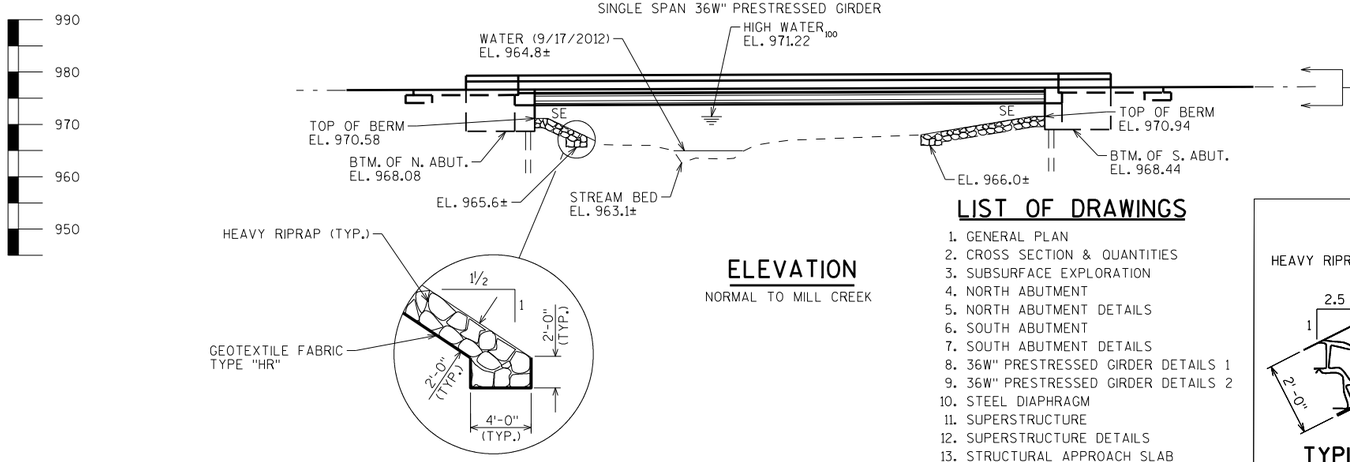
STATE PROJECT NUMBER
1023-02-83

✳ PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".

(1) INDICATES WING NUMBER



PLAN



SINGLE SPAN 36W" PRESTRESSED GIRDER

ELEVATION

NORMAL TO MILL CREEK



LOCATION	DIM. A (ALONG ℄ SUBSTR.)
NORTH ABUT.	0'-0⅝"
SOUTH ABUT.	0'-0⅝"

TANGENT OFFSET DETAIL & TABLE

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.12
OPERATING RATING: RF = 1.45
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 215 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES

CONCRETE MASONRY DECK ——— f'c = 4,000 P.S.I.
CONCRETE MASONRY STRUCTURAL APPROACH SLAB —— f'c = 4,000 P.S.I.
CONCRETE MASONRY ALL OTHER ——— f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 ——— fy = 60,000 P.S.I.
BAR STEEL REINFORCEMENT STAINLESS, GRADE 60 —— fy = 60,000 P.S.I.
36" PRESTRESSED GIRDER, CONCRETE MASONRY ——— f'c = 8,000 P.S.I.
STRANDS - 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10X42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 45 FEET LONG.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC VOLUME

I.H. 94 EB

A.D.T. = 30,900 (2035)
R.D.S. = 70 M.P.H.

CURVE DATA

I.H. 94 EB

P.I. = 2799+08.75
Δ = 6° 08' 10"
D = 0° 15' 00"
T = 1228.40
L = 2454.45
R = 22918.32
P.C. = 2786+80.35
P.T. = 2811+34.80

HYDRAULIC DATA

100 YEAR FREQUENCY

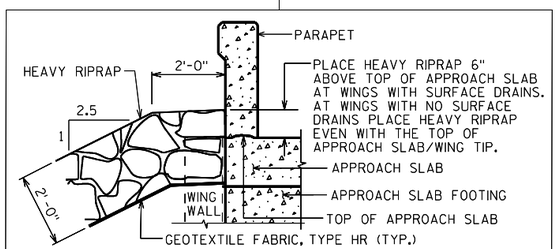
Q_{100} = 1800 C.F.S.
VEL. = 6.7 F.P.S.
H.W. EL. = 971.22 FT.
WATERWAY AREA = 269 SQ. FT.
DRAINAGE AREA = 18.2 SQ. MI.
ROAD OVERTOPPING = NA
SCOUR CRITICAL CODE = 8

2 YEAR FREQUENCY

Q_2 = 445 C.F.S.
HW_2 = 968.11 FT.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. NORTH ABUTMENT
5. NORTH ABUTMENT DETAILS
6. SOUTH ABUTMENT
7. SOUTH ABUTMENT DETAILS
8. 36W" PRESTRESSED GIRDER DETAILS 1
9. 36W" PRESTRESSED GIRDER DETAILS 2
10. STEEL DIAPHRAGM
11. SUPERSTRUCTURE
12. SUPERSTRUCTURE DETAILS
13. STRUCTURAL APPROACH SLAB
14. SINGLE SLOPE PARAPET 32SS WITH STRUCTURAL APPROACH SLAB
15. ALTERNATE CONSTRUCTION JOINT



TYPICAL FILL SECTION AT END OF STRUCTURAL APPROACH SLABS

STRUCTURE DESIGN CONTACTS:

JONATHON RESHESKE (608) 266-8491
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Ducker LLS — CHIEF STRUCTURES DESIGN ENGINEER — 8/7/15 DATE

STRUCTURE B-41-286

I.H. 94 EB OVER MILL CREEK

COUNTY	TOWN/~~CITY/VILLAGE~~
MONROE	LA GRANGE

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JLR	BLB	JLR	BLB

GENERAL PLAN

SHEET 1 OF 15

436

8 8

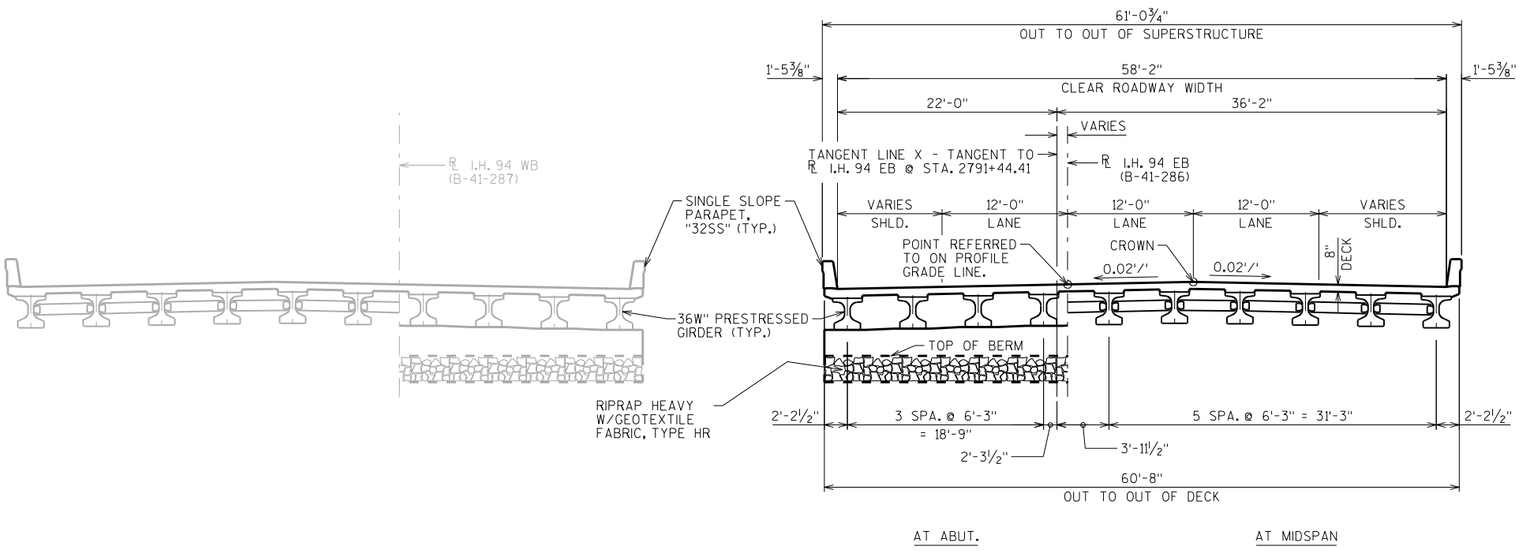
SCALE = 14

ID: 1023-02-04D

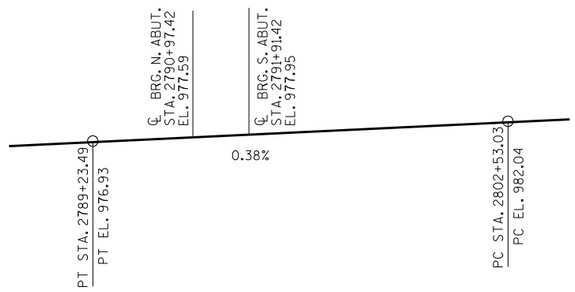
DATE: JUNE 2015

STATE PROJECT NUMBER

1023-02-83



CROSS SECTION THRU ROADWAY LOOKING SOUTH



PROFILE GRADE LINE I.H. 94 EB

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER	NORTH APPROACH	NORTH ABUT.	SOUTH ABUT.	SOUTH APPROACH	TOTALS
203.0600.S	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STA. 2791+35	LS	———	———	———	———	———	1
203.0210.S	ABATEMENT OF ASBESTOS CONTAINING MATERIALS B-41-72	LS	———	———	———	———	———	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-41-286	LS	———	———	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	———	———	160	160	———	320
305.0120	BASE AGGREGATE DENSE 1¼ - INCH	TONS	———	204	———	———	204	408
502.0100	CONCRETE MASONRY BRIDGES	CY	243	82	65	65	82	537
502.3200	PROTECTIVE SURFACE TREATMENT	SY	624	130	———	———	130	884
502.3210	PIGMENTED SURFACE SEALER	SY	80	17	———	———	17	114
503.0137	PRESTRESSED GIRDER TYPE I 36W-INCH	LF	950	———	———	———	———	950
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	———	———	3,890	3,890	———	7,780
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	35,855	13,865	1,500	1,500	13,865	66,585
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	2,040	———	———	———	———	2,040
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	———	10	10	———	20
506.4000	STEEL DIAPHRAGMS B-41-286	EACH	18	———	———	———	———	18
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	———	16	16	———	32
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	———	———	585	585	———	1,170
606.0300	RIPRAP HEAVY	CY	———	———	140	230	———	370
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	———	90	90	———	180
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	———	———	2	2	———	4
645.0120	GEOTEXTILE FABRIC TYPE HR	SY	———	———	210	345	———	555
	NON-BID ITEMS							
	FILLER	SIZE	———	———	———	———	———	½", ¾", & 1½"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL AND BASE AGGREGATE DENSE, AS DETAILED ON "STRUCTURAL APPROACH SLAB" SHEET.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK AND APPROACH SLAB SURFACES.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND TOP OF THE PARAPETS (INCLUDING PARAPETS ON APPROACH SLABS).

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE FABRIC TYPE 'HR' TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-286

DRAWN BY JLR | PLANS CK'D. BLB

CROSS SECTION & QUANTITIES

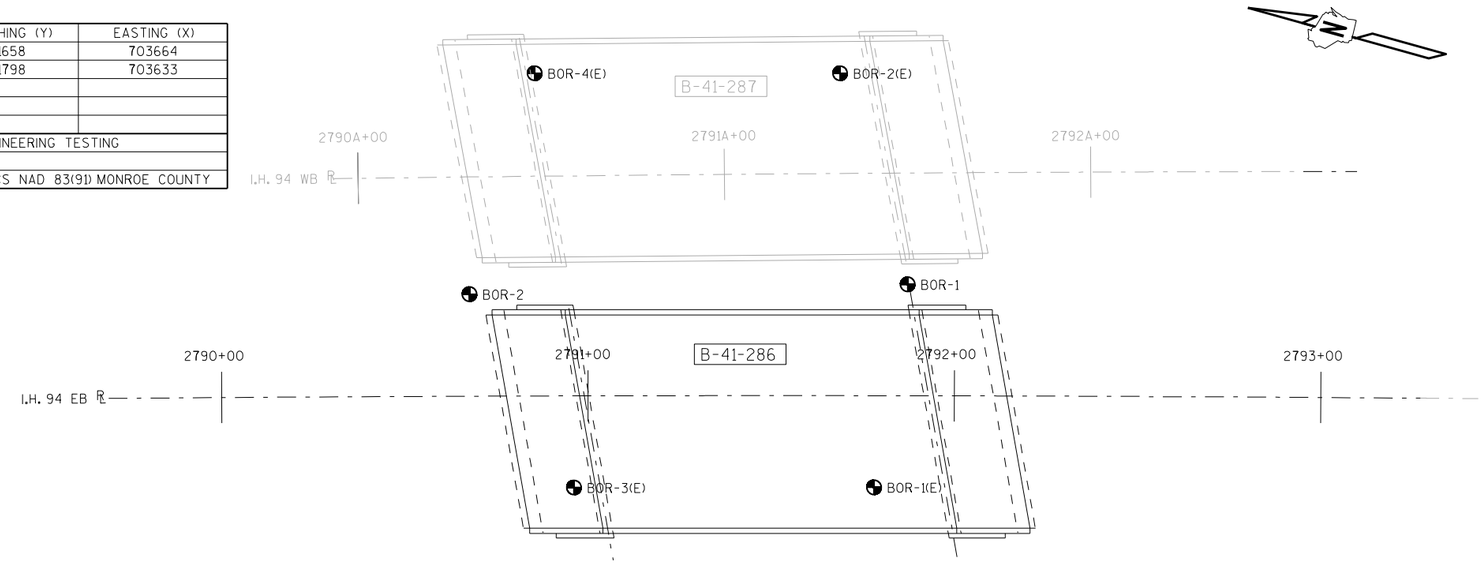
SHEET 2

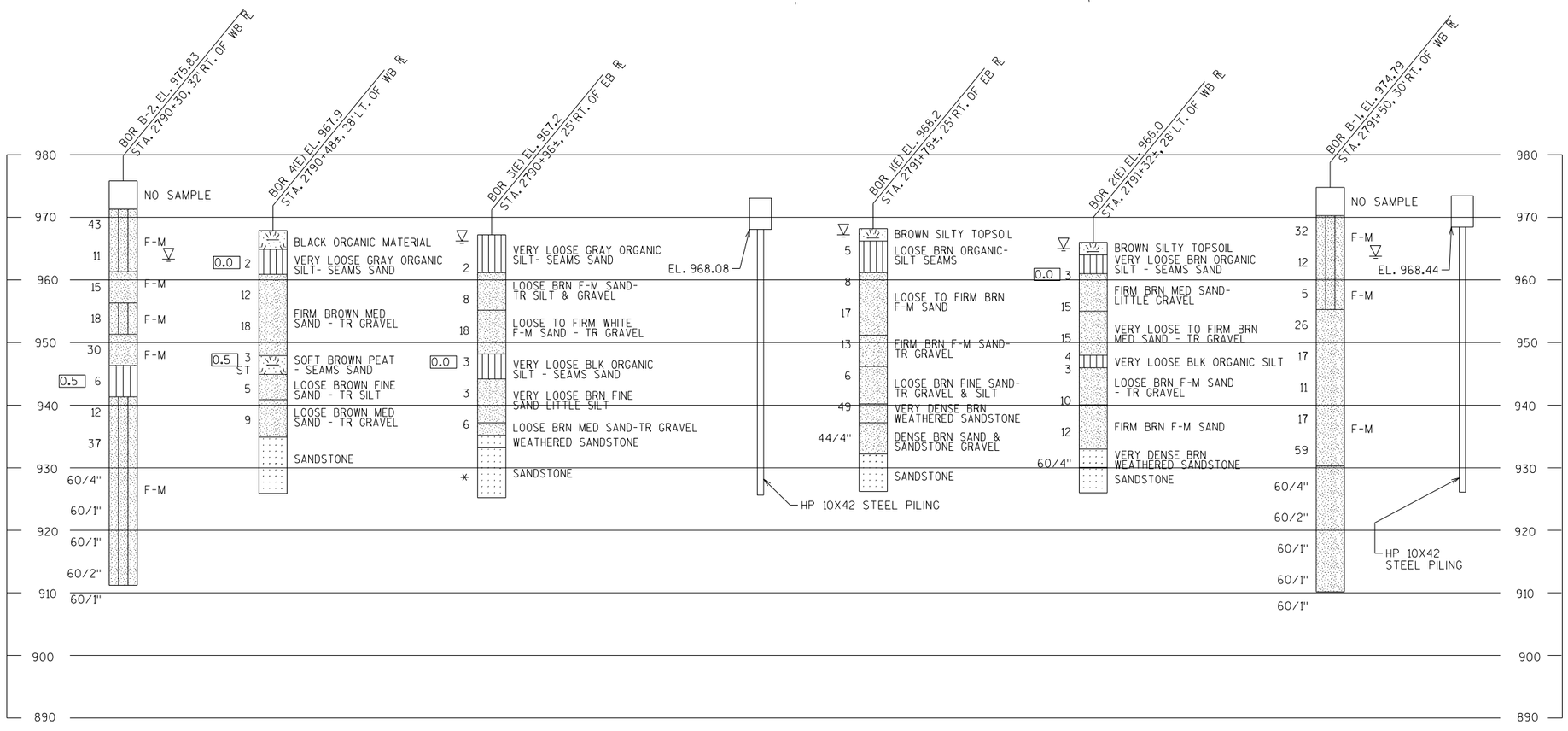
437

SCALE = 7

KIRBY - USH 12

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	11/25/2013	421658	703664
2	11/26/2013	421798	703633
BORINGS COMPLETED BY: AMERICAN ENGINEERING TESTING			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) MONROE COUNTY			





BORINGS DESIGNATED AS "(E)" WERE DERIVED FROM EXISTING STRUCTURES B-41-72/73, 1968 PLANS

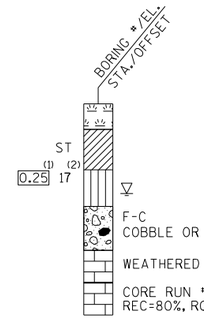
STATE PROJECT NUMBER

1023-02-83

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-286

DRAWN BY PR | PLANS CK'D. BLB

SUBSURFACE EXPLORATION

SHEET 3

438

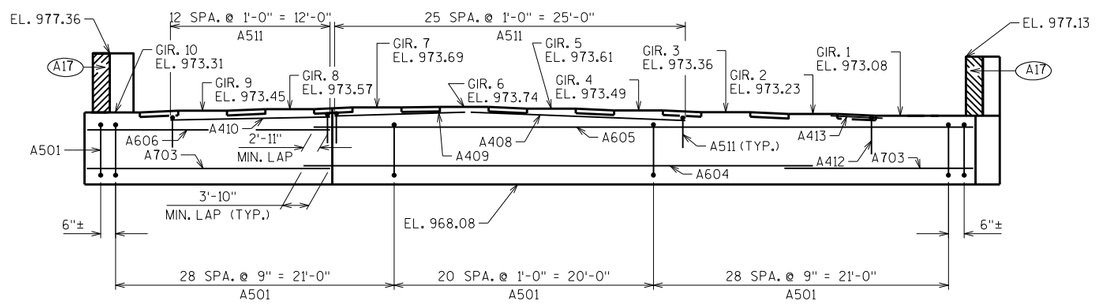
8

8

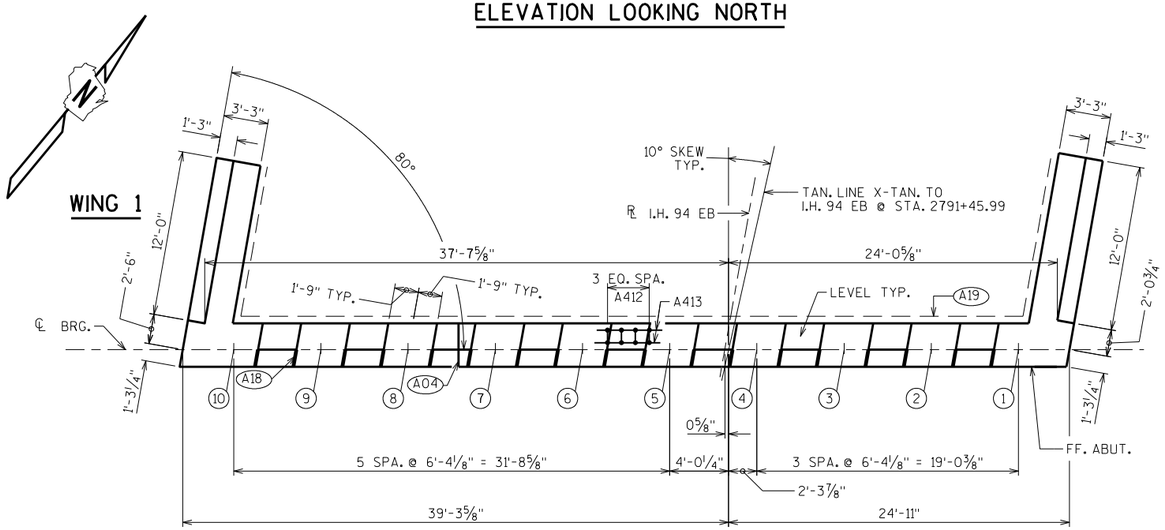
SCALE =

STATE PROJECT NUMBER

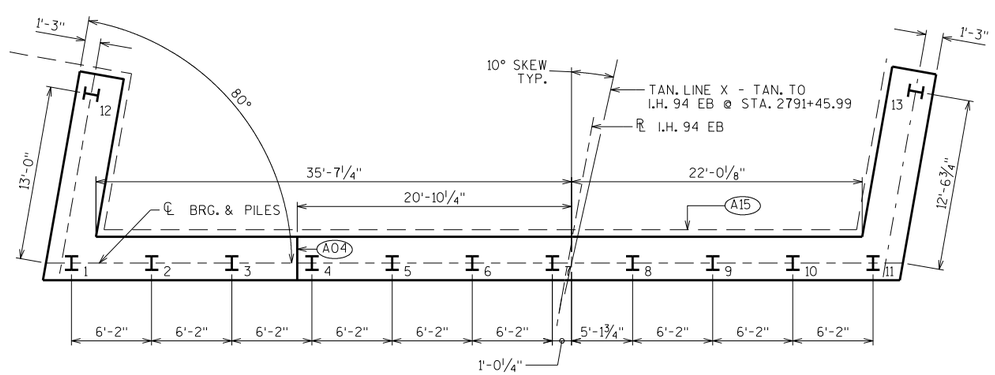
1023-02-83



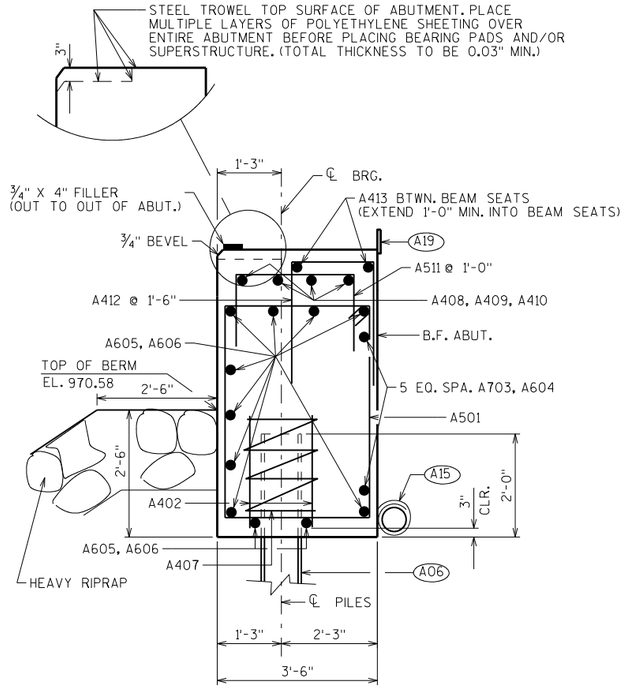
ELEVATION LOOKING NORTH



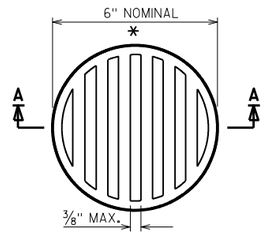
PLAN



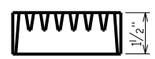
PILE PLAN



SECTION THRU BODY



RODENT SHIELD DETAIL



SECTION A-A

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING. ESTIMATED 45'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-286

DRAWN BY JLR | PLANS CK'D. BLB

NORTH ABUTMENT

SHEET 4

439

SCALE = 5.33

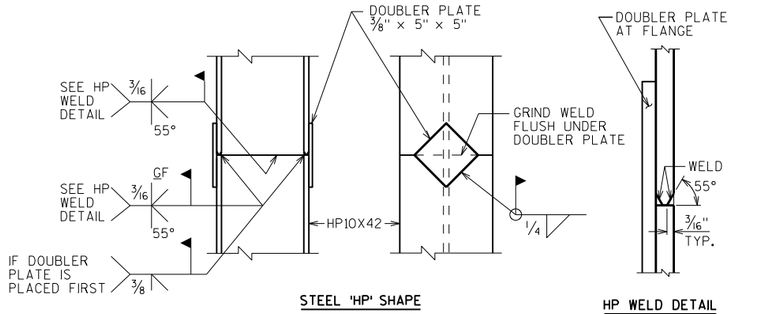
8

8

STATE PROJECT NUMBER
1023-02-83

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.



STEEL 'HP' SHAPE

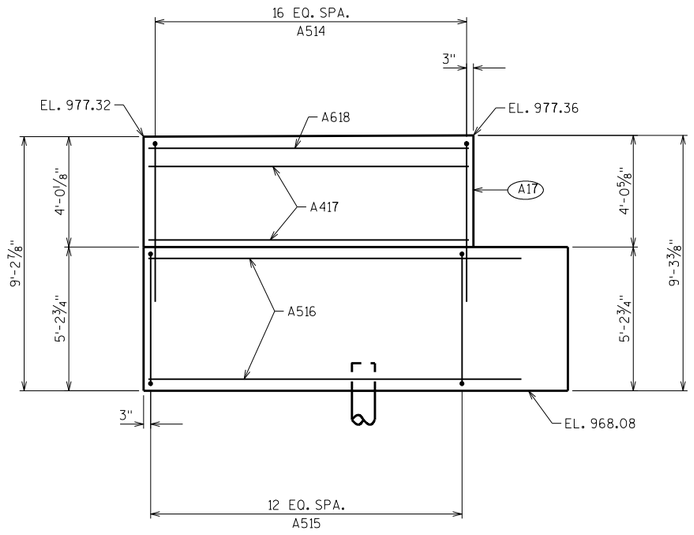
HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

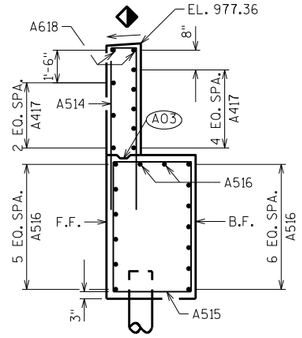
PILE DETAILS

BILL OF BARS

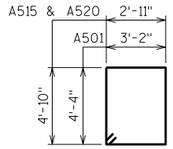
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
A501		79	15'-8"	X	BODY-STIRRUPS
A402		22	2'-3"		PILES- 2 PER PILE
A703		12	17'-10"		BODY-HORIZONTAL
A604		6	34'-10"		BODY-HORIZONTAL
A605		11	48'-4"		BODY-HORIZONTAL
A606		11	18'-4"		BODY-HORIZONTAL
A407		11	28'-0"	X	PILES-1 PER PILE
A408		4	15'-6"		BODY-HORZ. OVER GIRS. 4-6
A409		4	11'-9"		BODY-HORZ. OVER GIRS. 6 & 7
A410		4	10'-11"		BODY-HORZ. OVER GIRS. 8 & 9
A511		37	6'-3"	X	BODY-TOP OVER GIRS. 3-9
A412		36	4'-3"	X	BODY-VERT.-BETWEEN BEAM SEATS
A413		18	4'-10"		BODY-HORZ.-BETWEEN BEAM SEATS
A514	X	17	12'-6"	X	WING 1-VERTICAL
A515	X	13	16'-2"	X	WING 1-STIRRUP
A516	X	15	13'-7"		WING 1-HORIZONTAL
A417	X	8	11'-8"		WING 1-HORIZONTAL
A618	X	2	11'-8"		WING 1-TOP HORIZONTAL
A519	X	17	12'-6"	X	WING 2-VERTICAL
A520	X	13	16'-2"	X	WING 2-STIRRUP
A521	X	15	13'-7"		WING 2-HORIZONTAL
A422	X	8	11'-8"		WING 2-HORIZONTAL
A623	X	2	11'-8"		WING 2-TOP HORIZONTAL



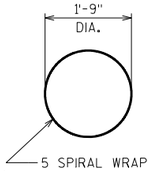
WING 1 ELEVATION



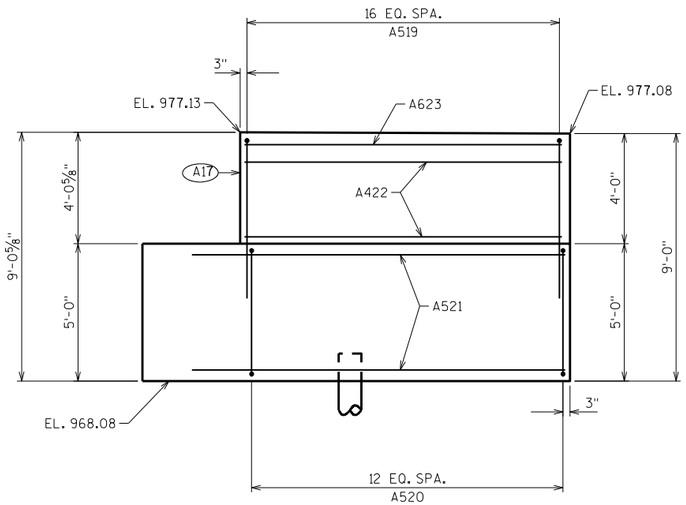
WING 1 SECTION



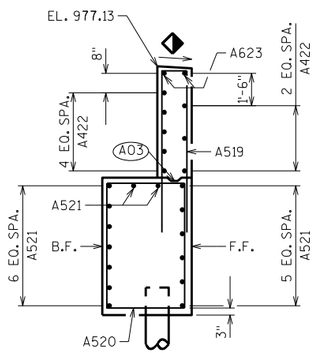
A501, A515, A520



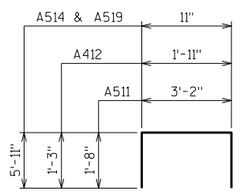
A407



WING 2 ELEVATION



WING 2 SECTION



A511, A412, A514, A519

SLOPE 0.02% FOR DRAINAGE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-286

DRAWN BY JLR | PLANS CK'D. BLB

NORTH ABUTMENT DETAILS

SHEET 5

440

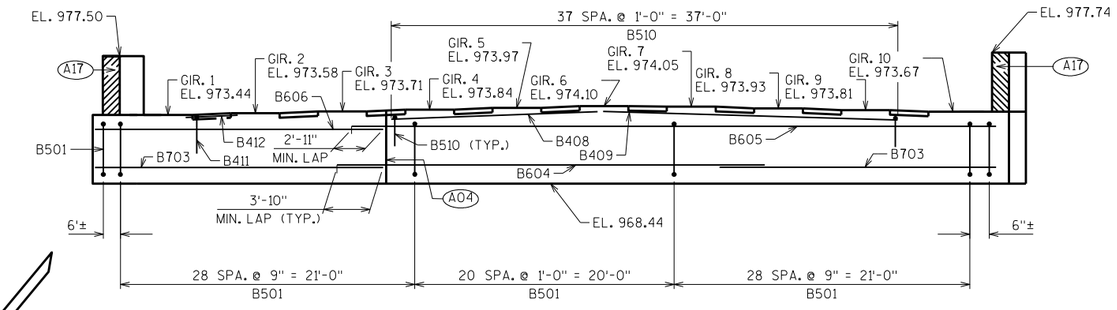
SCALE = 2.67

8

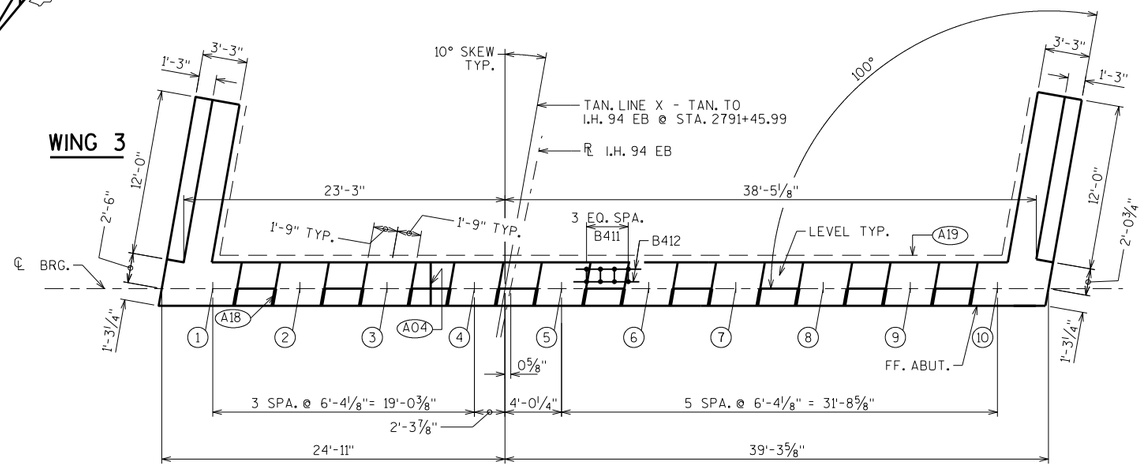
8

STATE PROJECT NUMBER

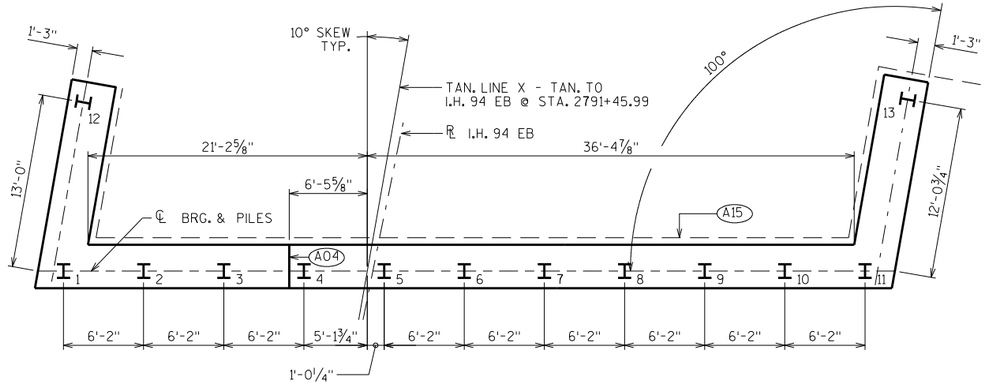
1023-02-83



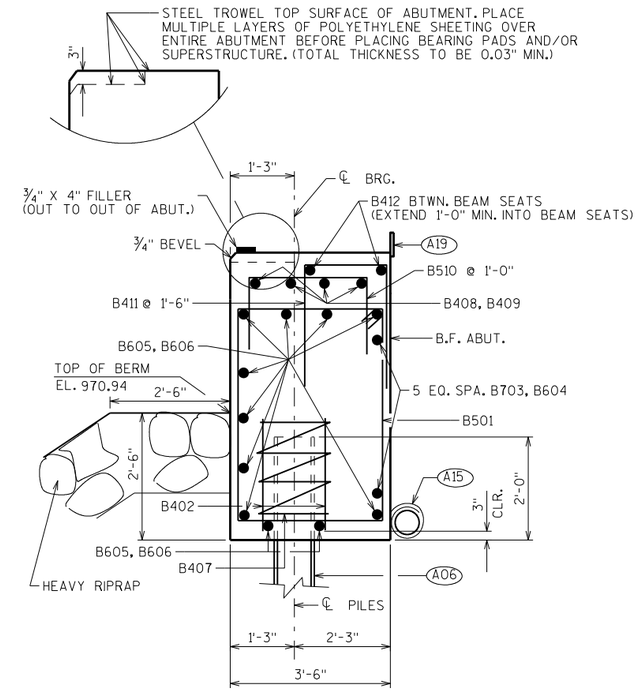
ELEVATION LOOKING SOUTH



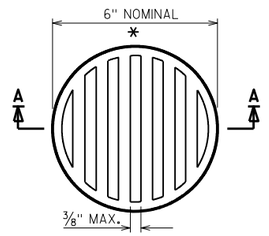
PLAN



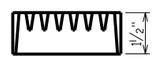
PILE PLAN



SECTION THRU BODY



RODENT SHIELD DETAIL



SECTION A-A

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8. 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING. ESTIMATED 45'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 275 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-286

DRAWN BY JLR | PLANS CK'D. BLB

SOUTH ABUTMENT

SHEET 6

441

SCALE = 5.33

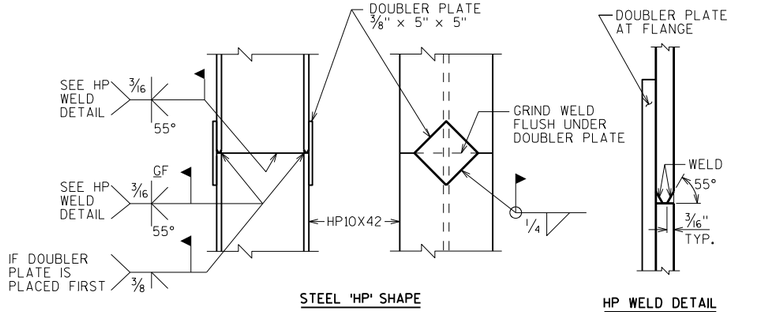
8

8

STATE PROJECT NUMBER
1023-02-83

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.



STEEL 'HP' SHAPE

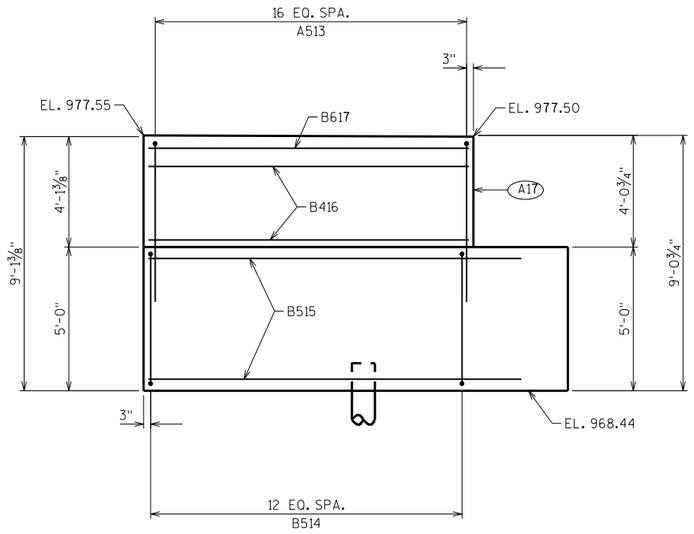
HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

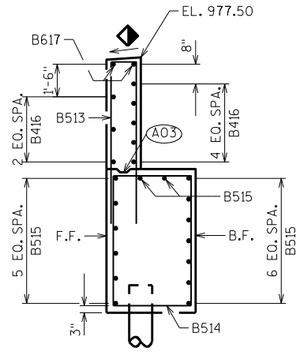
PILE DETAILS

BILL OF BARS

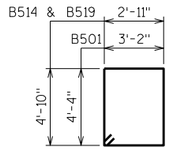
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
B501		79	15'-8"	X	BODY-STIRRUPS
B402		22	2'-3"		PILES- 2 PER PILE
B703		12	17'-10"		BODY-HORIZONTAL
B604		6	34'-10"		BODY-HORIZONTAL
B605		11	48'-4"		BODY-HORIZONTAL
B606		11	18'-4"		BODY-HORIZONTAL
B407		11	28'-0"	X	PILES-1 PER PILE
B408		4	16'-3"		BODY-HORZ. OVER GIRS. 4-6
B409		4	22'-8"		BODY-HORZ. OVER GIRS. 6-9
B510		37	6'-3"	X	BODY-TOP OVER GIRS. 49
B411		36	4'-3"	X	BODY-VERT.-BETWEEN BEAM SEATS
B412		18	4'-10"		BODY-HORZ.-BETWEEN BEAM SEATS
B513	X	17	12'-6"	X	WING 3-VERTICAL
B514	X	13	16'-2"	X	WING 3-STIRRUP
B515	X	15	13'-7"		WING 3-HORIZONTAL
B416	X	8	11'-8"		WING 3-HORIZONTAL
B617	X	2	11'-8"		WING 3-TOP HORIZONTAL
B518	X	17	12'-6"	X	WING 4-VERTICAL
B519	X	13	16'-2"	X	WING 4-STIRRUP
B520	X	15	13'-7"		WING 4-HORIZONTAL
B421	X	8	11'-8"		WING 4-HORIZONTAL
B622	X	2	11'-8"		WING 4-TOP HORIZONTAL



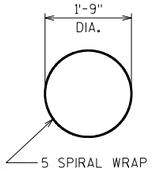
WING 3 ELEVATION



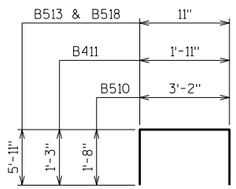
WING 3 SECTION



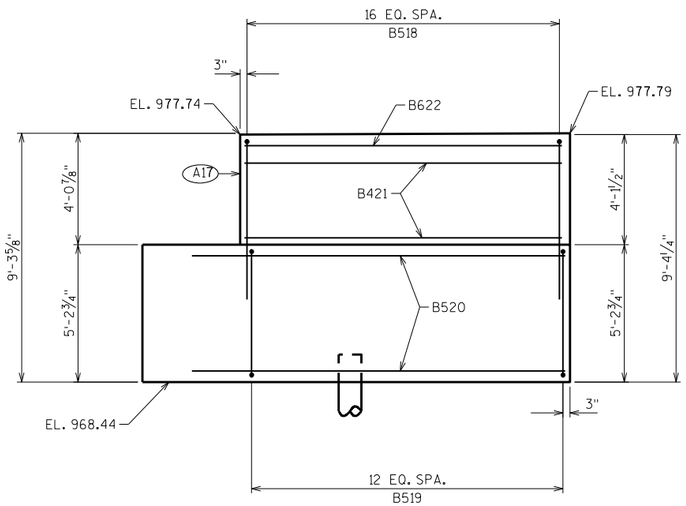
B501, B514, B519



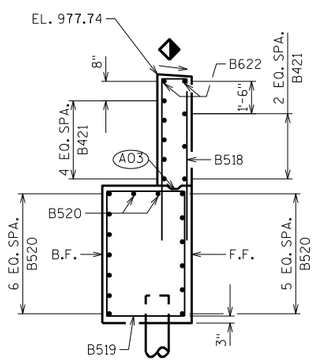
B407



B510, B411, B513, B518



WING 4 ELEVATION



WING 4 SECTION

◆ SLOPE 0.02% FOR DRAINAGE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-286

DRAWN BY JLR | PLANS CK'D. BLB

SOUTH ABUTMENT DETAILS

SHEET 7

442

SCALE = 2.67

8

8

STATE PROJECT NUMBER

1023-02-83

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

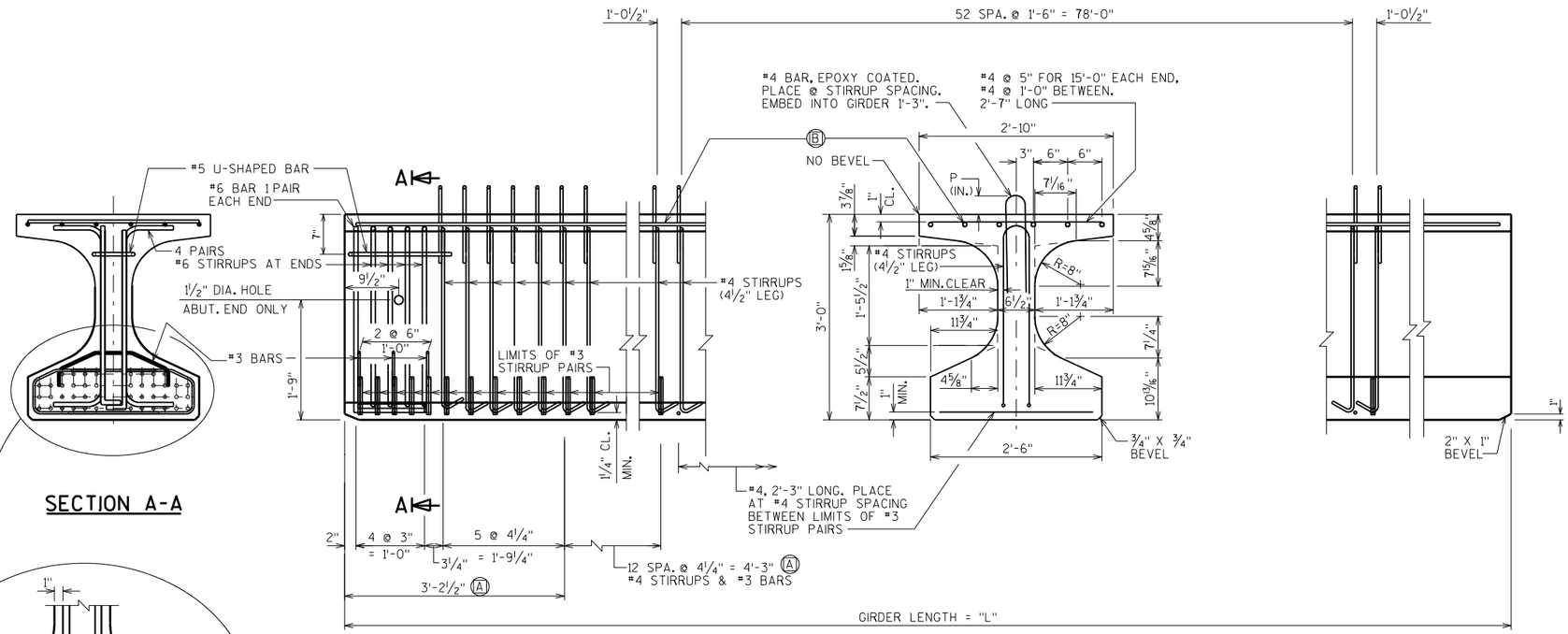
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

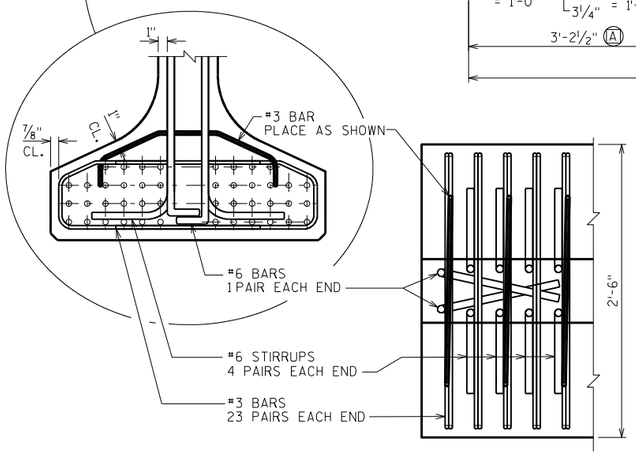
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

0.6" DIA.

PRESTRESSING STRANDS SHALL BE ( )-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.



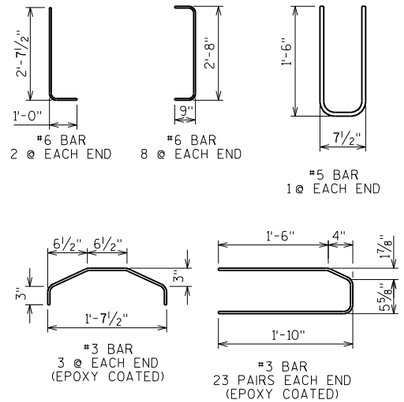


BOTTOM FLANGE

SIDE VIEW & TYPICAL SECTION IN SPAN

(A) DETAIL TYP. AT EACH END

(B) 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-11"



✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (p.s.i.)	"P" 1ST ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN						UNDRAPED PATTERN	
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10						TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	1-10	95.0	0.7	1.3	1.7	2.0	2.1	2.0	1.7	1.3	0.7	8000	8	7	8	0.6	34	6400	31.0	11.5	14.5	5.0		

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-286

DRAWN BY JLR | PLANS CK'D. BLB

36W" PRESTRESSED GIRDER DETAILS 1

SHEET 8

443

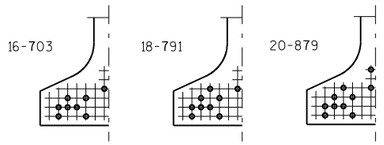
SCALE = 1

8

8

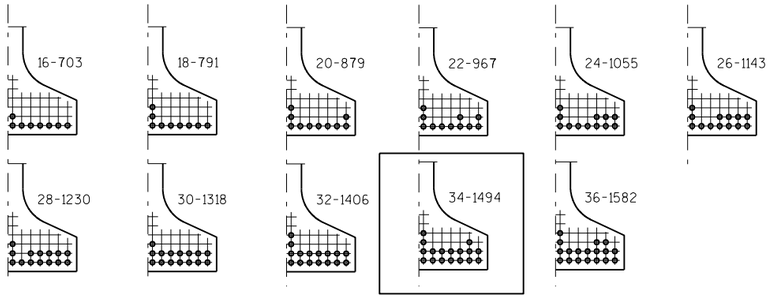
STATE PROJECT NUMBER

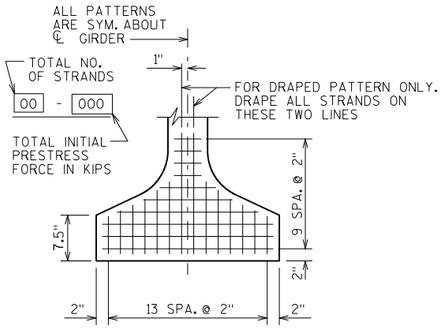
1023-02-83



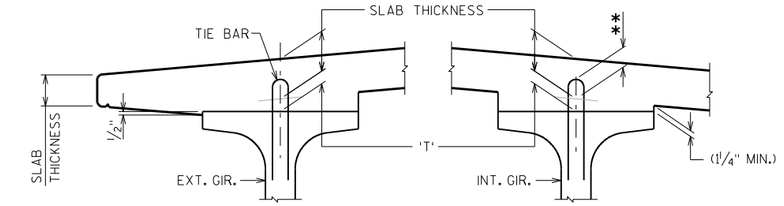
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS





TYP. STRAND PATTERN



SLAB HAUNCH DETAIL

IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

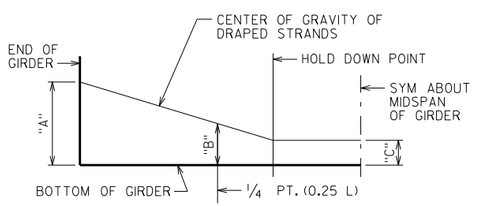
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- SLAB THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3.3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".

ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



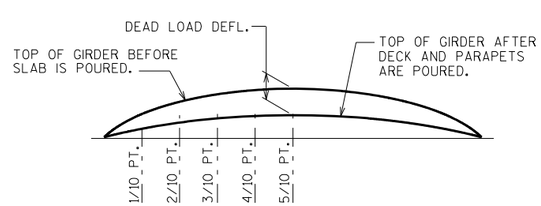
DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	4.03

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



DEAD LOAD DEFLECTION DIAGRAM

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-286

DRAWN BY JLR | PLANS CK'D. BLB

36W" PRESTRESSED GIRDER DETAILS 2

SHEET 9

444

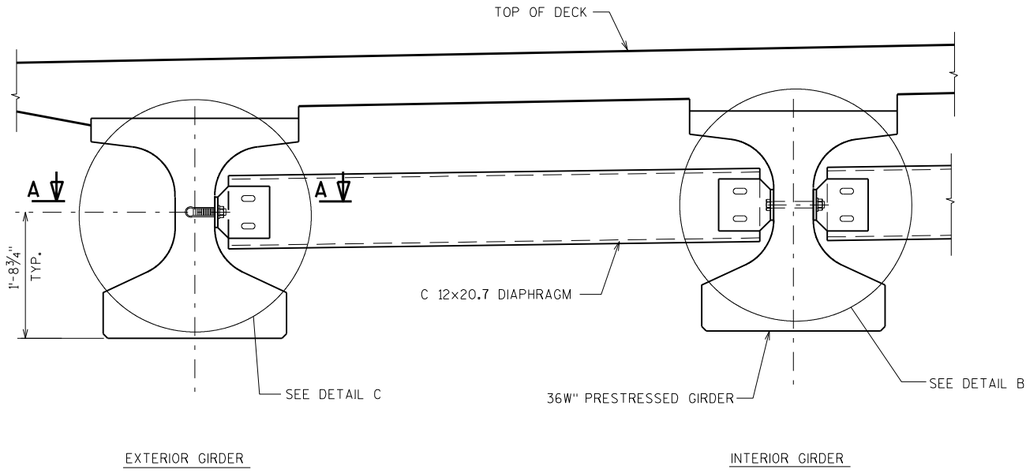
8

8

SCALE = 1

STATE PROJECT NUMBER

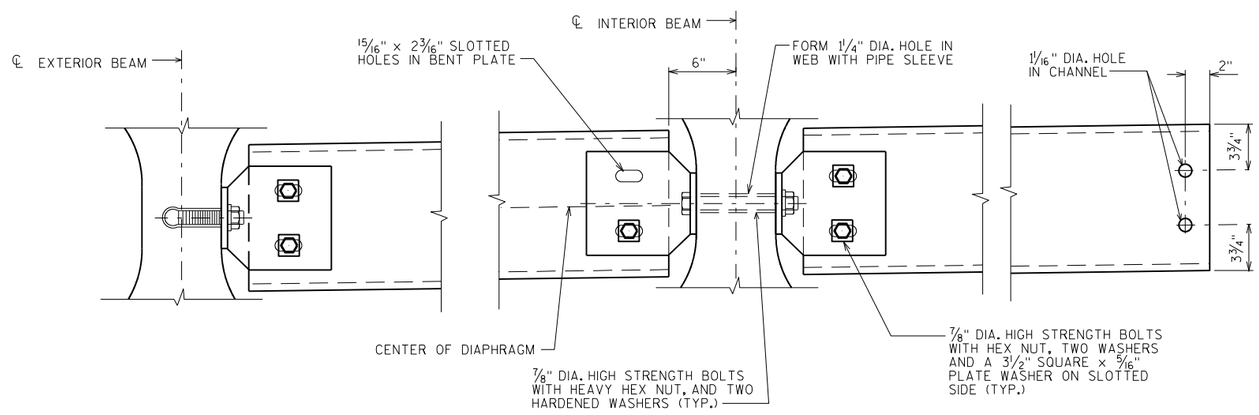
1023-02-83



EXTERIOR GIRDER

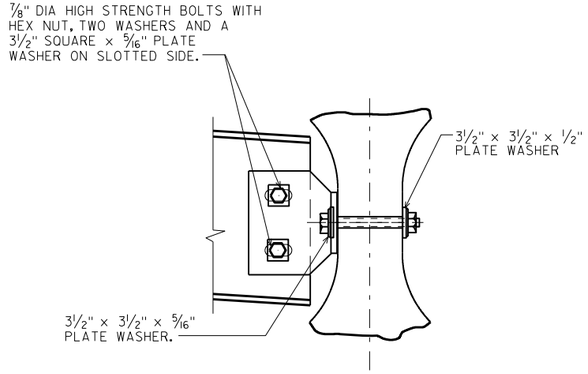
INTERIOR GIRDER

PART TRANSVERSE SECTION AT DIAPHRAGM



DETAIL C

DETAIL B



SECTION AT INTERIOR GIRDERS THRU DIAPHRAGM FOR SKEW ANGLES > 10°

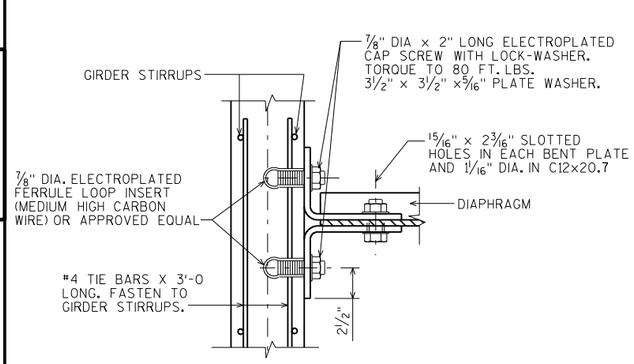
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-41-286", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

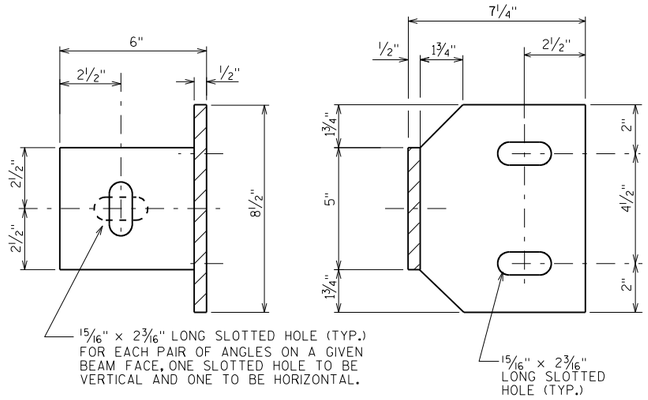
ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

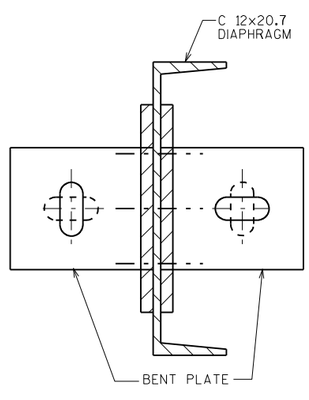
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563. LUBRICANT AND TEST FOR COATED NUTS.



SECTION A-A

(FOR EXTERIOR ATTACHMENT)





ATTACHMENT TO CHANNEL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-286

DRAWN BY JLR | PLANS CK'D. BLB

STEEL DIAPHRAGM

SHEET 10

445

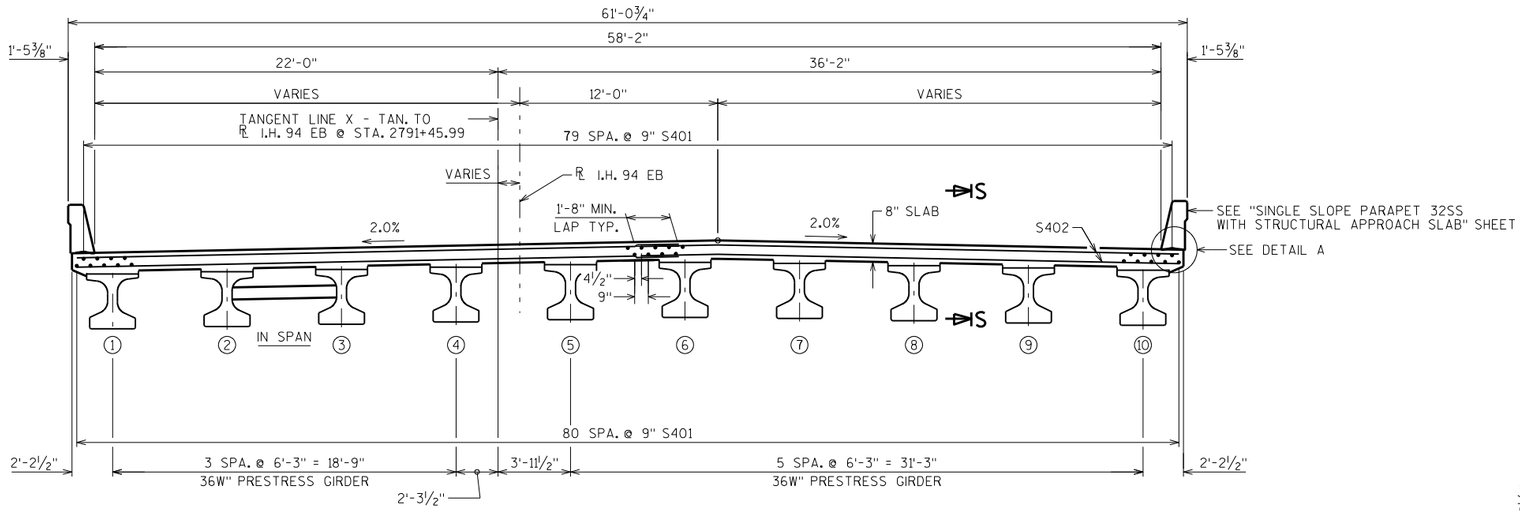
SCALE = 1

8

8

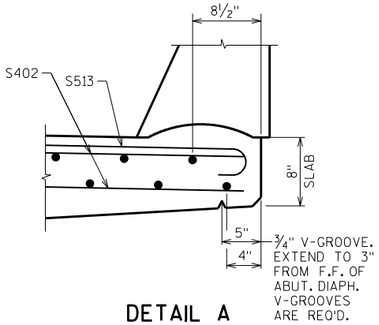
STATE PROJECT NUMBER

1023-02-83

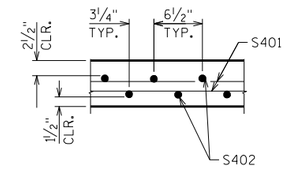


CROSS SECTION THRU ROADWAY

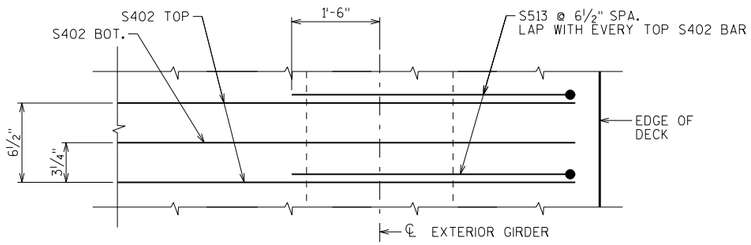
(LOOKING SOUTH)



DETAIL A

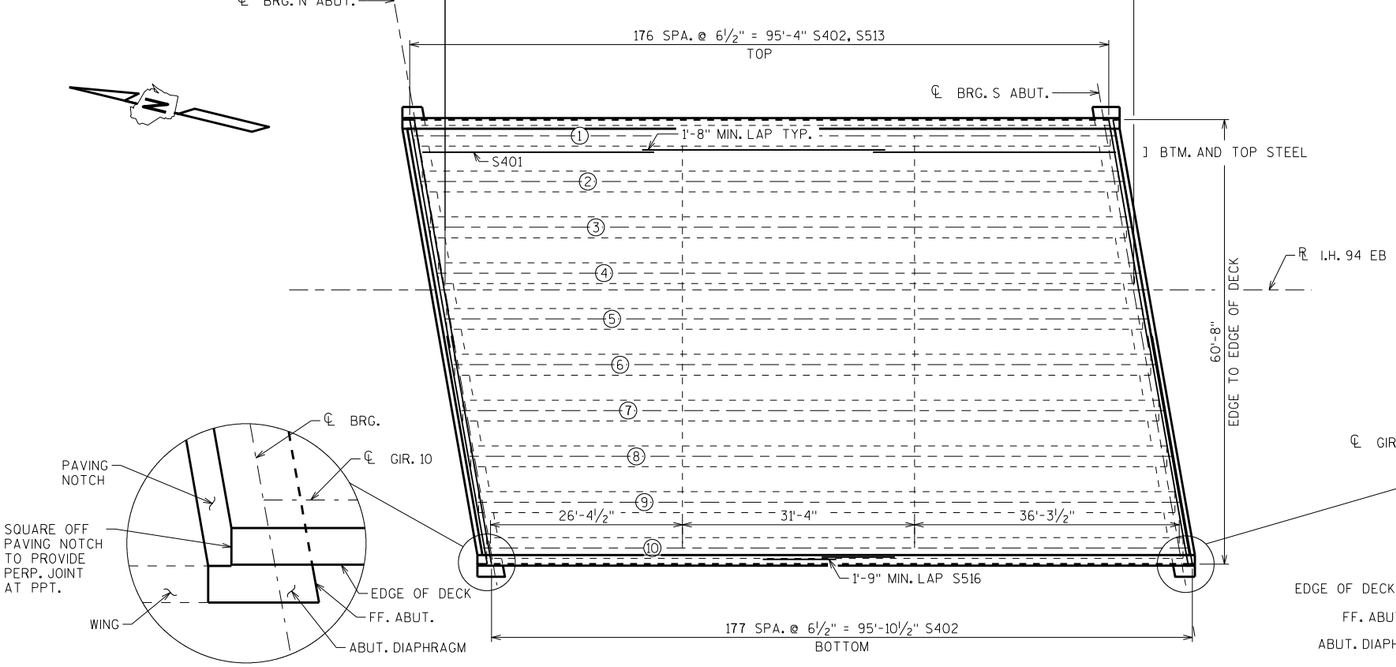


SECTION S-S



PLAN

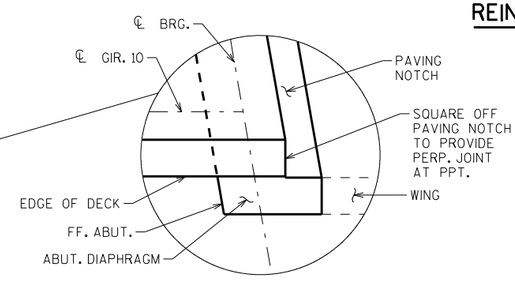
ADDITIONAL OVERHANG REINFORCEMENT DETAIL



PLAN

CORNER DETAIL

NW CORNER SHOWN
SE CORNER SIMILAR



CORNER DETAIL

SW CORNER SHOWN
NE CORNER SIMILAR

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-286

DRAWN BY JLR | PLANS CK'D. BLB

SUPERSTRUCTURE

SHEET 11

446

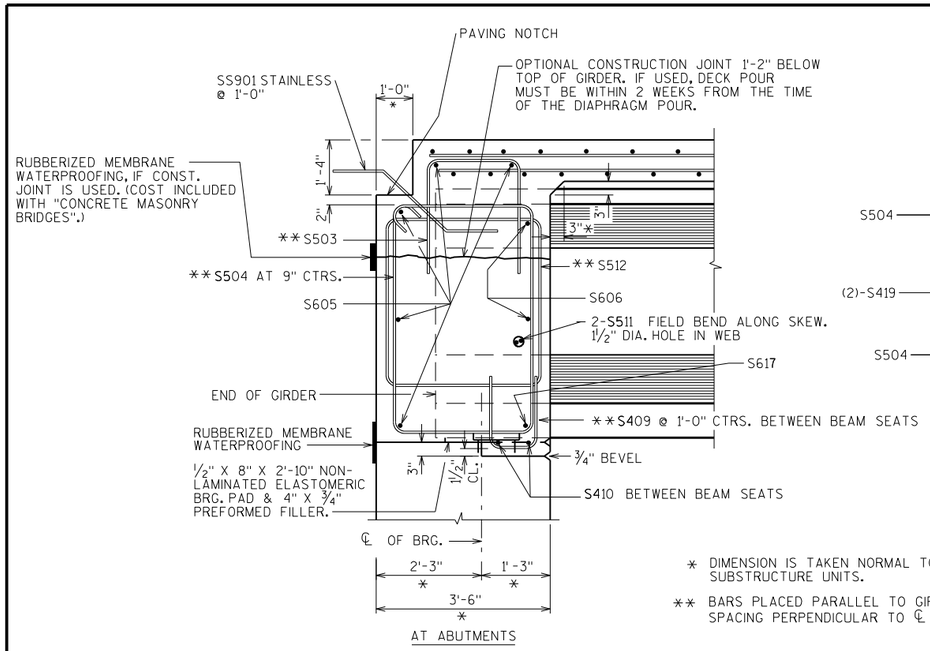
8

8

SCALE = 10

STATE PROJECT NUMBER

1023-02-83

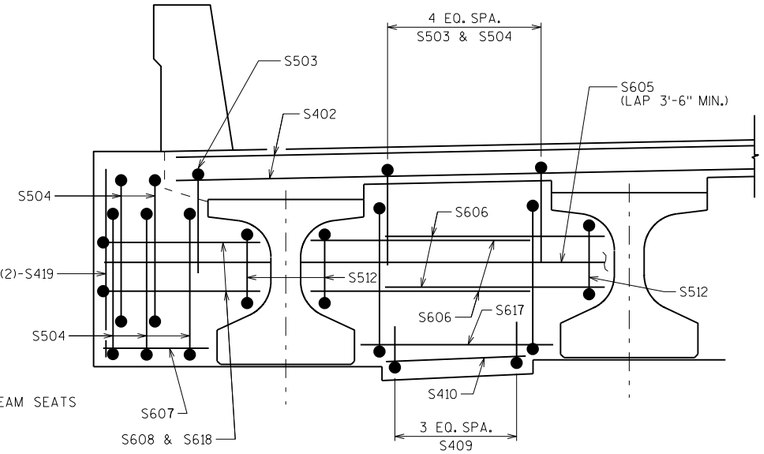


AT ABUTMENTS

PART LONGIT. SECTION

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS

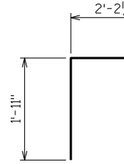


DIAPHRAGM AT ABUTMENT

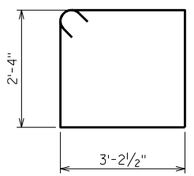
BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
S401	X	483	33'-9"		LONGITUDINAL TOP & BOTTOM
S402	X	710	31'-6"		TRANSVERSE
S503	X	94	5'-9"	X	ABUT. DIAPHRAGM
S504	X	106	11'-9"	X	ABUT. DIAPHRAGM
S605	X	20	33'-9"		ABUT. DIAPHRAGM
S606	X	72	4'-0"		ABUT. DIAPHRAGM
S607	X	4	1'-11"		ABUT. DIAPHRAGM
S608	X	4	8'-8"	X	ABUT. DIAPHRAGM
S409	X	72	3'-3"	X	ABUT. DIAPHRAGM
S410	X	36	2'-6"		ABUT. DIAPHRAGM
S511	X	40	6'-0"		ABUT. DIAPHRAGM
S512	X	40	9'-9"	X	ABUT. DIAPHRAGM
S513	X	354	4'-2"	X	TRANSVERSE TOP ADDITIONAL REINF.
S514	X	290	4'-5"	X	PARAPET 32SS
S515	X	290	5'-0"	X	PARAPET 32SS
S516	X	36	33'-10"		PARAPET 32SS
S617	X	18	3'-3"		ABUT. DIAPHRAGM
S618	X	4	2'-9"	X	ABUT. DIAPHRAGM
S419	X	8	3'-7"		ABUT. DIAPHRAGM
SS901		120	5'-0"	X	ABUT. DIAPH./APPROACH SLAB - VERTICAL

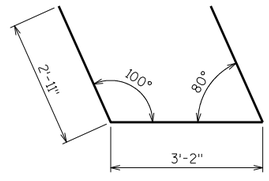
STAINLESS STEEL →



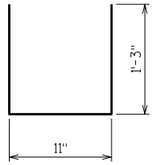
S503



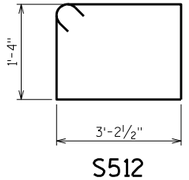
S504



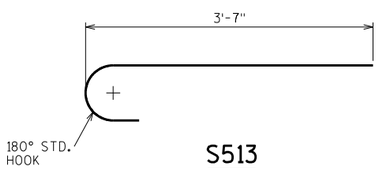
S608



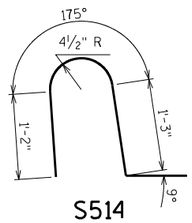
S409



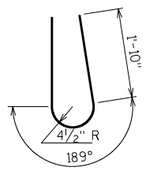
S512



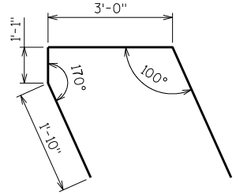
S513



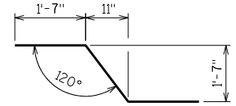
S514



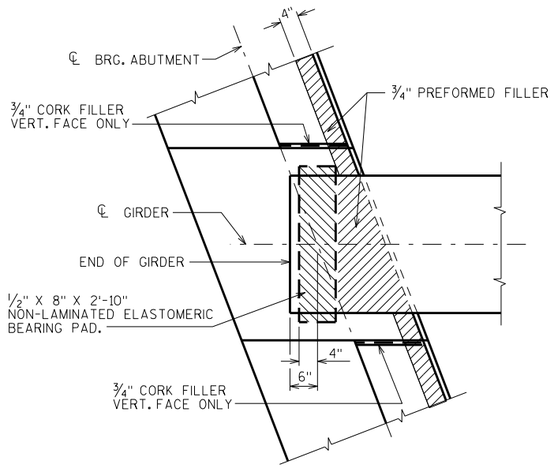
S515



S618



SS901



BEARING PAD DETAIL

TOP OF DECK ELEVATIONS

	N. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	S. ABUT.
LT. EOD	977.13	977.17	977.21	977.24	977.28	977.31	977.35	977.39	977.42	977.46	977.49
GIR. 1	977.16	977.19	977.23	977.26	977.30	977.33	977.37	977.41	977.44	977.48	977.51
GIR. 2	977.28	977.32	977.36	977.39	977.43	977.46	977.50	977.54	977.57	977.61	977.64
GIR. 3	977.41	977.45	977.49	977.52	977.56	977.59	977.63	977.66	977.74	977.74	977.77
GIR. 4	977.54	977.58	977.61	977.65	977.69	977.72	977.76	977.79	977.83	977.86	977.90
GIR. 5	977.67	977.71	977.74	977.78	977.82	977.85	977.89	977.92	977.96	977.99	978.03
GIR. 6	977.80	977.84	977.87	977.91	977.94	977.98	978.02	978.05	978.09	978.12	978.16
GIR. 7	977.75	977.79	977.82	977.86	977.90	977.93	977.97	978.00	978.04	978.08	978.11
GIR. 8	977.63	977.67	977.70	977.74	977.77	977.81	977.85	977.88	977.92	977.95	977.99
GIR. 9	977.51	977.55	977.58	977.62	977.65	977.69	977.73	977.76	977.80	977.83	977.87
GIR. 10	977.39	977.43	977.46	977.50	977.53	977.57	977.60	977.64	977.68	977.71	977.75
RT. EOD	977.37	977.41	977.44	977.48	977.52	977.55	977.59	977.62	977.66	977.70	977.73

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-286

DRAWN BY JLR | PLANS CK'D. BLB

SUPERSTRUCTURE DETAILS

SHEET 12

447

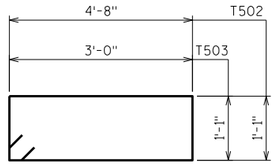
SCALE = 1.33

8

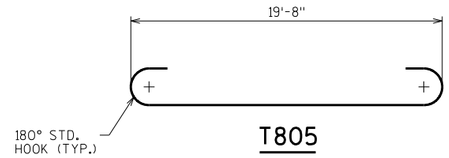
8

STATE PROJECT NUMBER

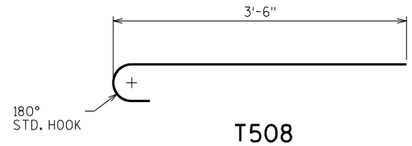
1023-02-83



T502, T503



T805



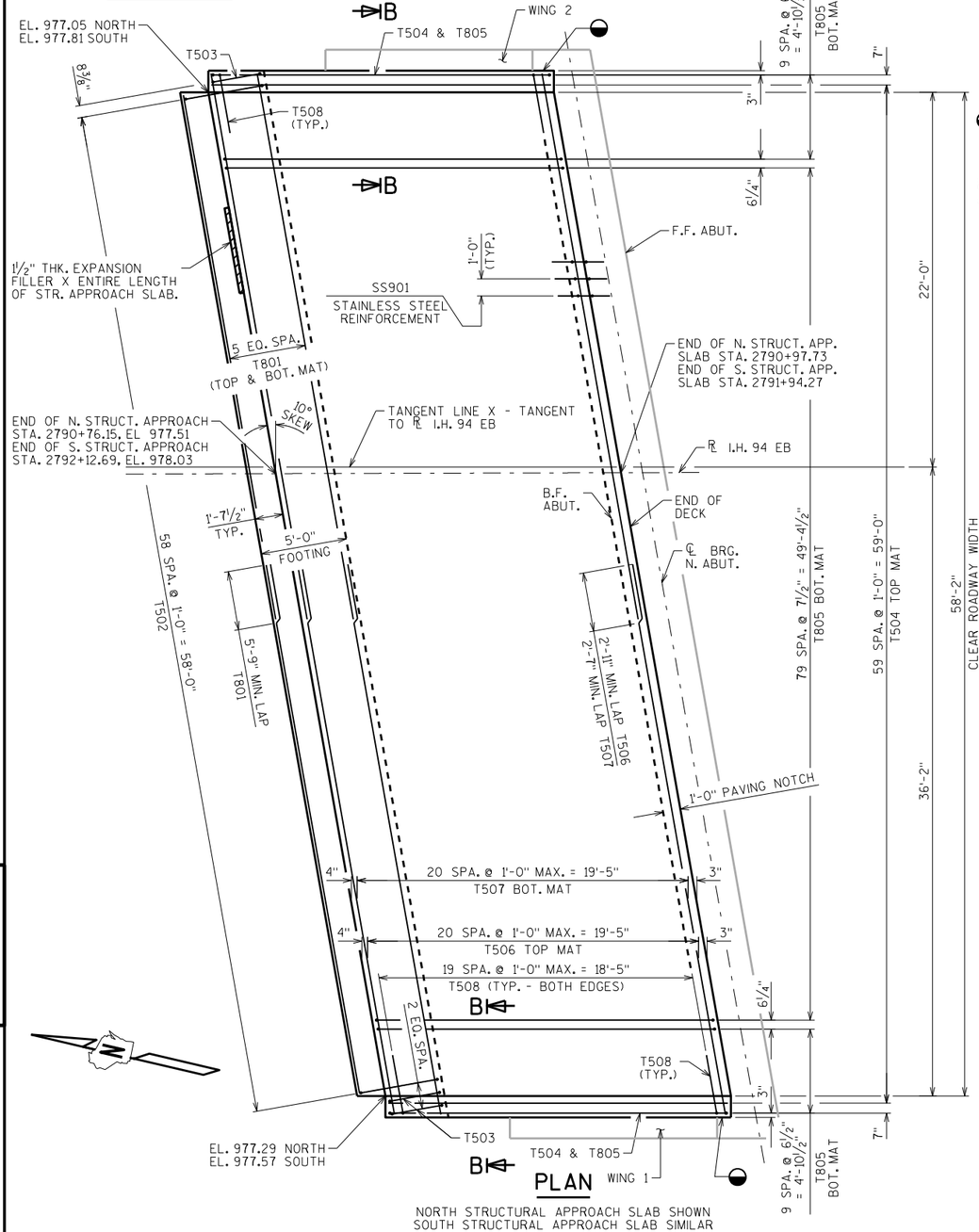
T508

BILL OF BARS

BAR MARK	COAT	NO. REQ'D. NORTH SLAB	NO. REQ'D. SOUTH SLAB	LENGTH	BENT	LOCATION
T801	X	24	24	33'-6"		FOOTING - HORIZONTAL
T502	X	59	59	12'-2"	X	FOOTING - STIRRUP
T503	X	3	3	8'-10"	X	FOOTING - STIRRUP
T504	X	62	62	19'-8"		APPROACH SLAB - LONGITUDINAL - TOP
T805	X	100	100	21'-6"	X	APPROACH SLAB - LONGITUDINAL - BOTTOM
T506	X	42	42	32'-1"		APPROACH SLAB - TRANSVERSE - TOP
T507	X	42	42	31'-11"		APPROACH SLAB - TRANSVERSE - BOTTOM
T508	X	40	40	4'-1"	X	APPROACH SLAB - TRANSVERSE - TOP EDGES OF SLAB

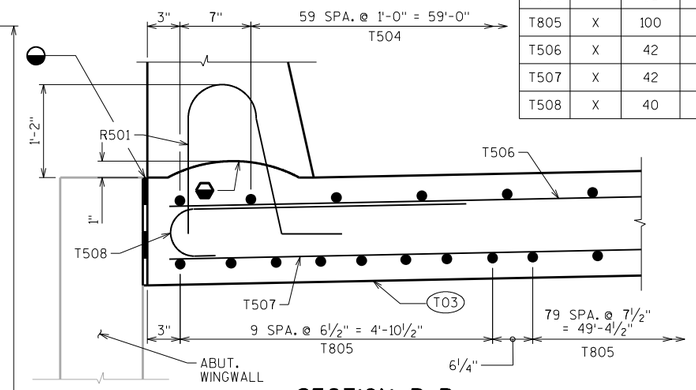
(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN.) TOTAL THK. OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

(T03) PLACE MULTIPLE LAYERS (0.03" MIN.) TOTAL THK. OF POLYETHELENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.

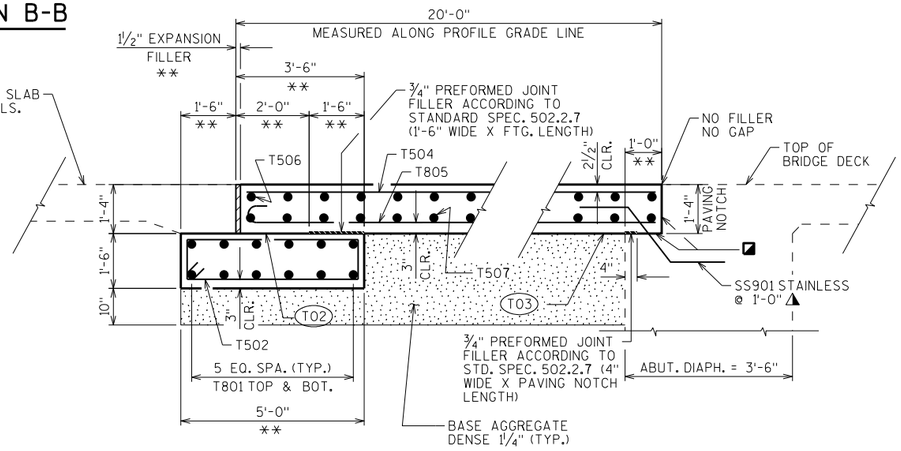


PLAN

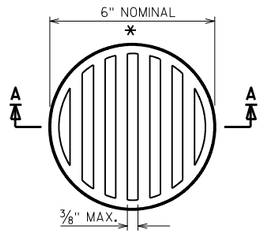
NORTH STRUCTURAL APPROACH SLAB SHOWN
SOUTH STRUCTURAL APPROACH SLAB SIMILAR



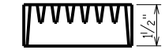
SECTION B-B



SECTION THRU APPROACH SLAB



RODENT SHIELD DETAIL



SECTION A-A

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

** DIMENSION MEASURED NORMAL TO ABUTMENT BODY

CONST. JOINT - STRIKE OFF AS SHOWN

½" FILLER REQ'D ALONG WINGS. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE)

APPLY PROTECTIVE SURFACE TREATMENT TO ENTIRE PAVING NOTCH SURFACE PRIOR TO POURING THE STRUCTURAL APPROACH SLAB.

SPACE PERPENDICULAR TO TANGENT LINE X

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-286

DRAWN BY JLR | PLANS CK'D. BLB

STRUCTURAL APPROACH SLAB

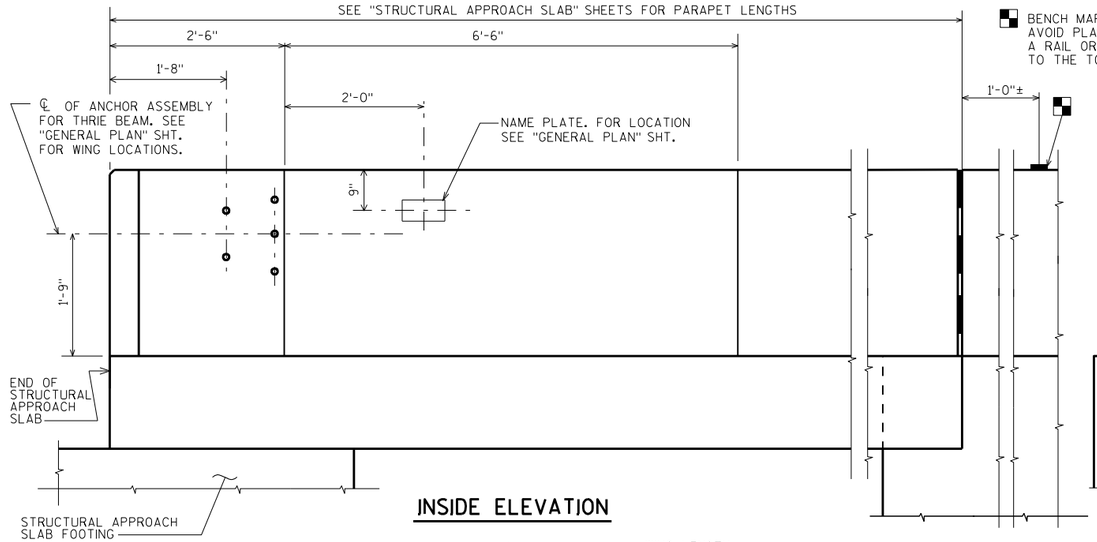
SHEET 13

448

SCALE = 4

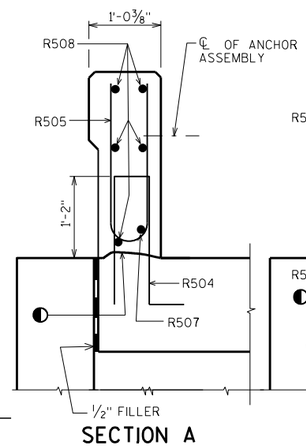
STATE PROJECT NUMBER

1023-02-83

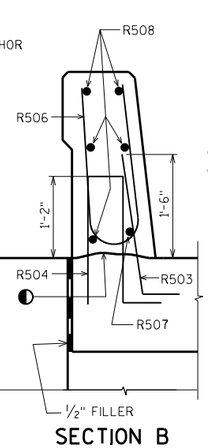


INSIDE ELEVATION

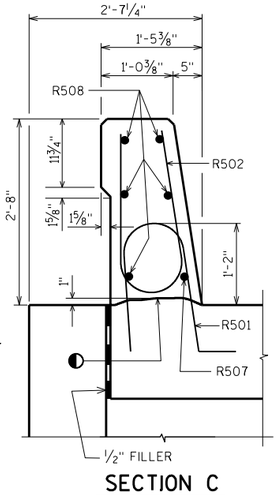
BENCH MARK CAP (WHEN SUPPLIED). AVOID PLACING A BENCH MARK CAP BELOW A RAIL OR FENCE SYSTEM THAT IS ATTACHED TO THE TOP OF THE PARAPET.



SECTION A



SECTION B

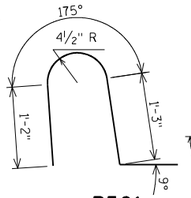


SECTION C

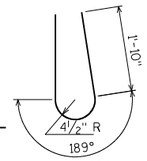
BILL OF BARS

FOR STRUCTURAL APPROACH SLAB PARAPETS

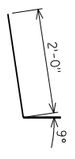
BAR MARK	COAT	N. ABUT.	S. ABUT.	LENGTH	BENT	LOCATION
R501	X	32	32	4'-5"	X	PARAPET VERT.
R502	X	32	32	5'-0"	X	PARAPET VERT.
R503	X	24	24	2'-9"	X	PARAPET VERT.
R504	X	34	34	4'-4"	X	PARAPET VERT.
R505	X	22	22	4'-9"	X	PARAPET VERT.
R506	X	12	12	4'-10"	X	PARAPET VERT.
R507	X	2	2	19'-4"	X	PARAPET HORIZ.
R508	X	10	10	19'-9"		PARAPET HORIZ.



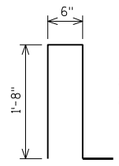
R501



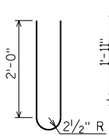
R502



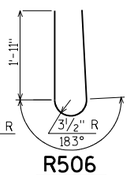
R503



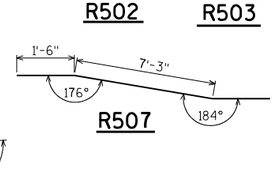
R504



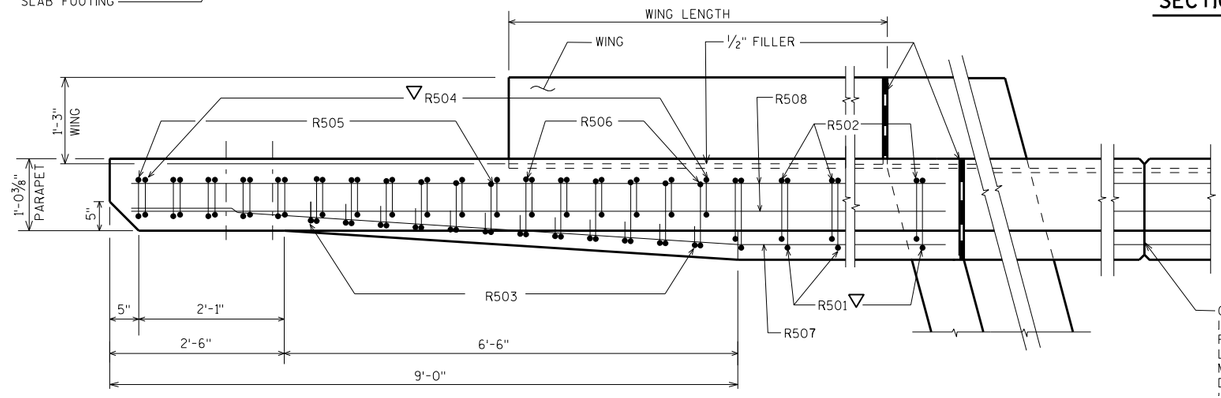
R505



R506

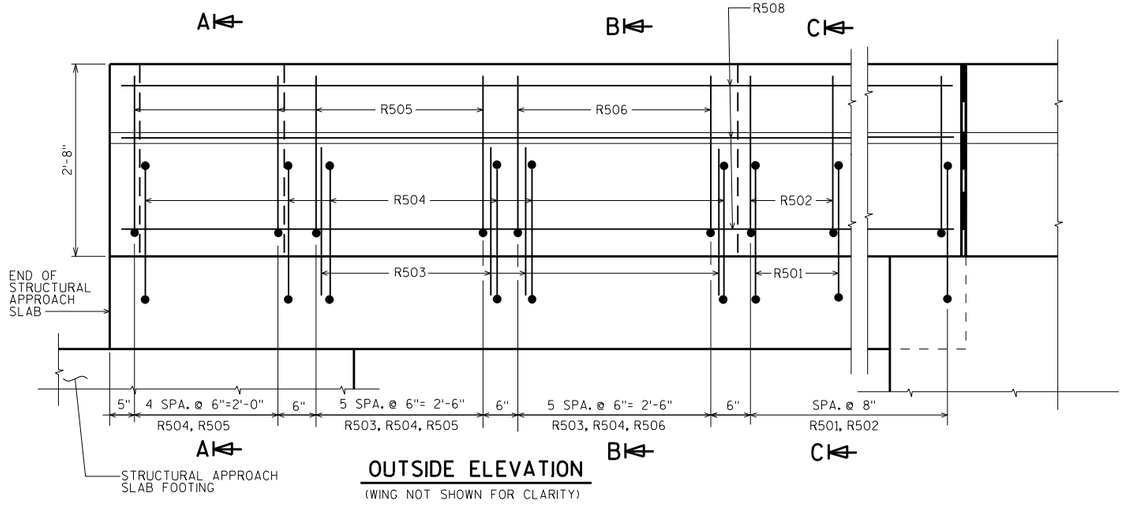


R507



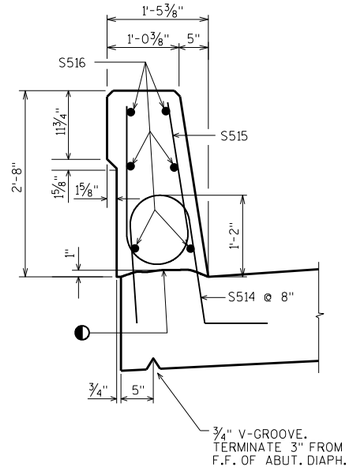
PLAN

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - 'V' GROOVE.

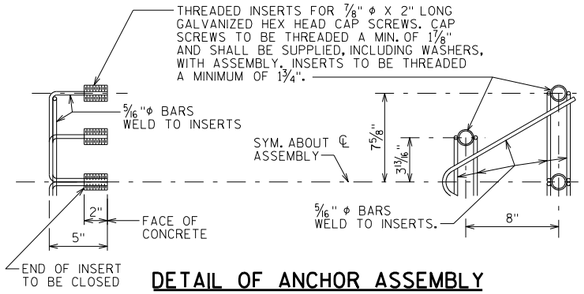


OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)



SECTION THRU PARAPET ON BRIDGE



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

▽ R501 AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-286

DRAWN BY JLR | PLANS CK'D. BLB

SINGLE SLOPE PARAPET 32SS WITH STRUCTURAL APPROACH SLAB

SHEET 14

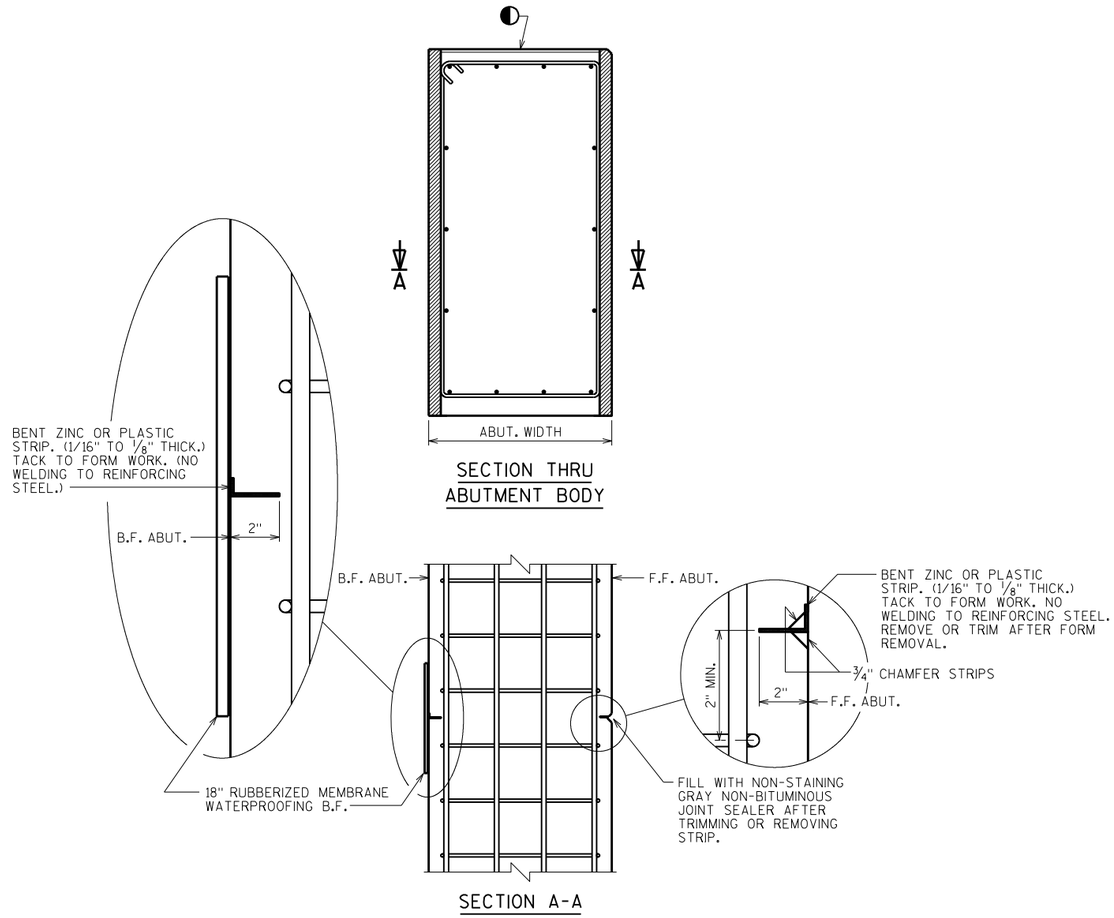
449

SCALE = 1.05

8

8

STATE PROJECT NUMBER
1023-02-83



SECTION THRU ABUTMENT BODY

SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

◐ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-286

DRAWN BY JLR | PLANS CK'D. BLB

ALTERNATE CONSTRUCTION JOINT

SHEET 15

450

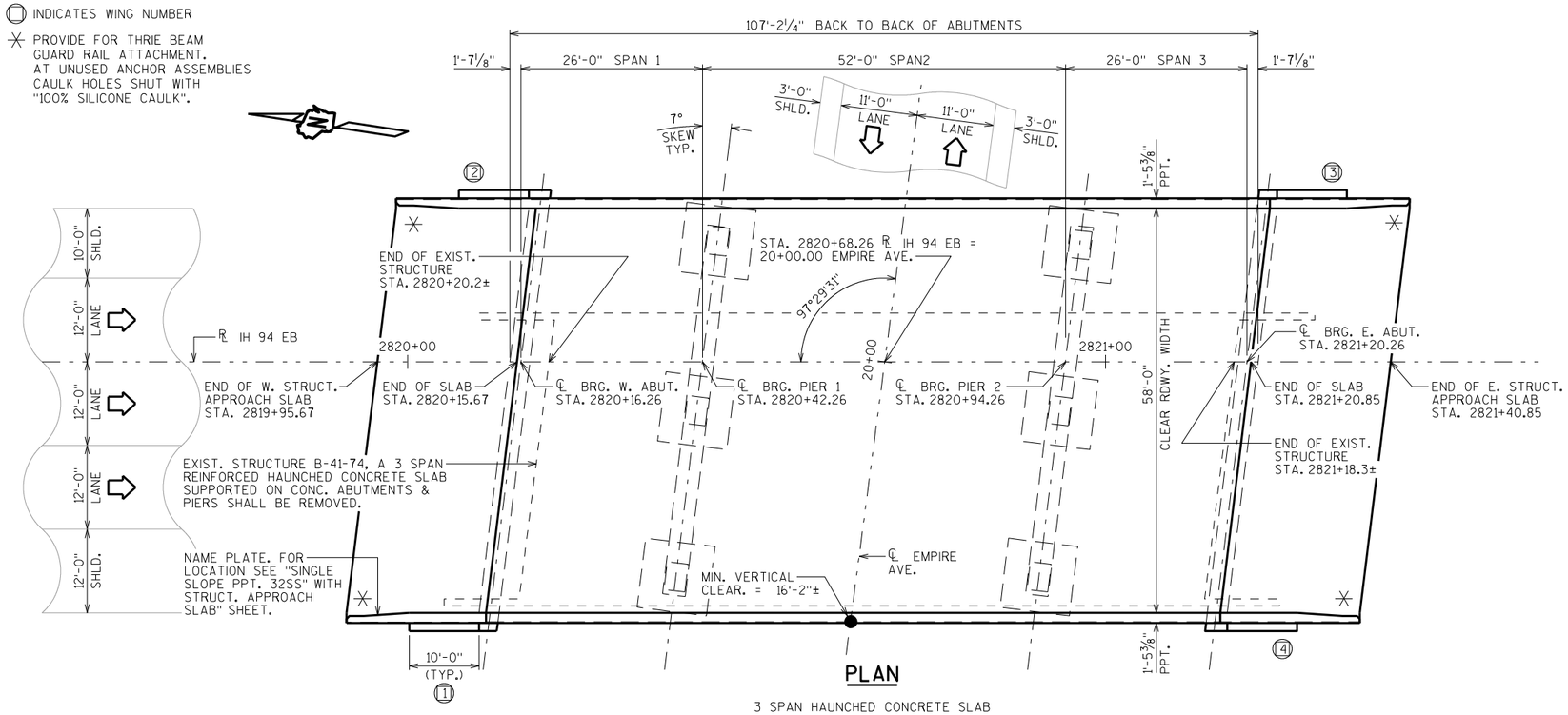
8

8

SCALE = 1.0

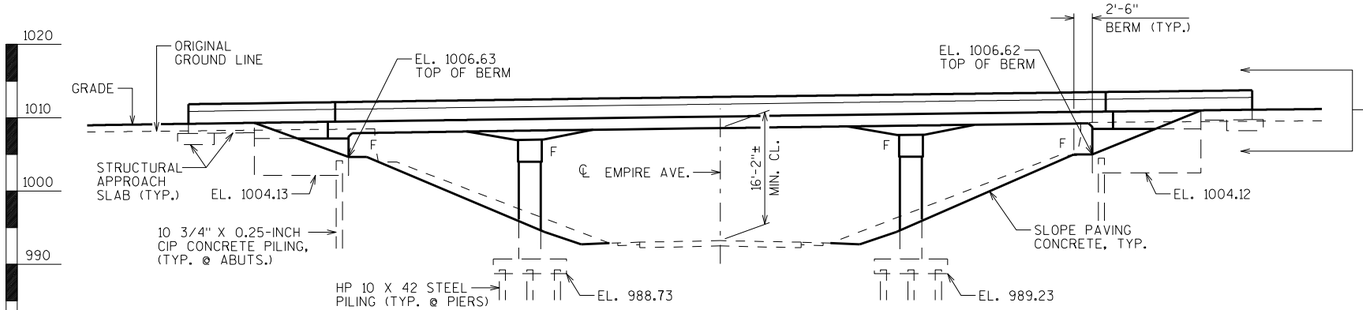
STATE PROJECT NUMBER

1023-02-83



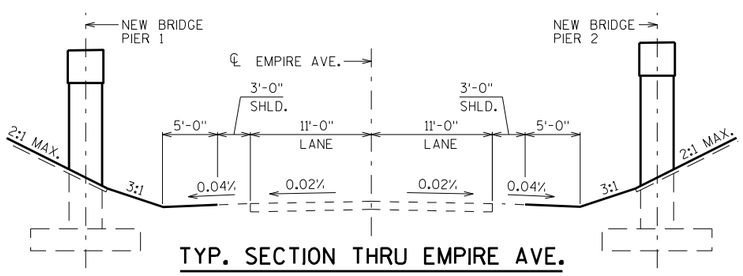
PLAN

3 SPAN HAUNCHED CONCRETE SLAB

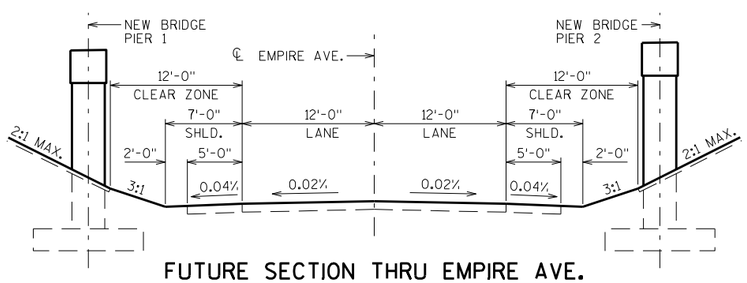


ELEVATION

NORMAL TO IH 94 EB



TYP. SECTION THRU EMPIRE AVE.



FUTURE SECTION THRU EMPIRE AVE.

(THIS CROSS SECTION WAS USED TO SIZE STRUCTURE)

DESIGN DATA

LIVE LOAD:

DESIGN RATING: HL-93
INVENTORY RATING: RF = 1.21
OPERATIONAL RATING: RF = 1.56
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 245 KIPS.
STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY — SLAB — f'c = 4,000 P.S.I.
ALL OTHER — f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.

FOUNDATION DATA

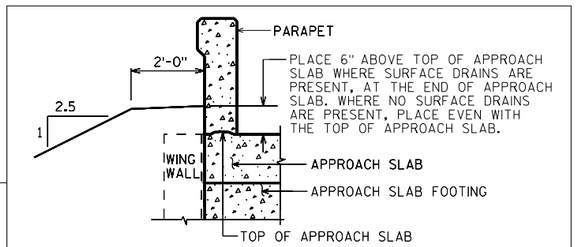
ABUTMENTS TO BE SUPPORTED ON 10 3/4" X 0.25-INCH CIP CONCRETE PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 90 TONS ✱✱ PER PILE, AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. PILES ARE ESTIMATED 30 FEET LONG AT WEST ABUTMENT & 25 FEET LONG AT EAST ABUTMENT.

PIERS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ✱✱ PER PILE, AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. PILES ARE ESTIMATED 15 FEET LONG.

✱✱ THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC VOLUME

EMPIRE AVE.	IH 94 EB
A.D.T. = 100+ (2035)	A.D.T. = 30,900 (2035)
R.D.S. = 60 M.P.H.	R.D.S. = 70 M.P.H.



TYPICAL FILL SECTION AT END OF STRUCTURAL APPROACH SLABS

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. WEST ABUTMENT
5. WEST ABUTMENT DETAILS
6. EAST ABUTMENT
7. EAST ABUTMENT DETAILS
8. PIER 1
9. PIER 1 DETAILS
10. PIER 2
11. PIER 2 DETAILS
12. SUPERSTRUCTURE CROSS SECTION
13. SUPERSTRUCTURE 1
14. SUPERSTRUCTURE 2
15. SUPERSTRUCTURE DETAILS
16. WEST STRUCT. APPROACH SLAB
17. WEST STRUCT. APPROACH SLAB DETAILS
18. EAST STRUCT. APPROACH SLAB
19. EAST STRUCT. APPROACH SLAB DETAILS
20. SINGLE SLOPE PPT. 32SS WITH STRUCT. APPROACH SLAB
21. SLOPE PAVING (CONCRETE CAST-IN-PLACE)
22. ALTERNATE CONSTRUCTION JOINT

STRUCTURE DESIGN CONTACTS:

ALEXANDER CRABTREE (608) 266-3686
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

ACCEPTED William C. Duchac III — CHIEF STRUCTURES DESIGN ENGINEER — 8/7/15 DATE

STRUCTURE B-41-288

IH 94 EB OVER EMPIRE AVE.

COUNTY	TOWN ~~CITY/VILLAGE~~
MONROE	LA GRANGE

DESIGN SPEC. AASHTO LRFD DESIGN SPEC.

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
ARC	CAD	ARC	CAD

GENERAL PLAN

SHEET 1 OF 22

451

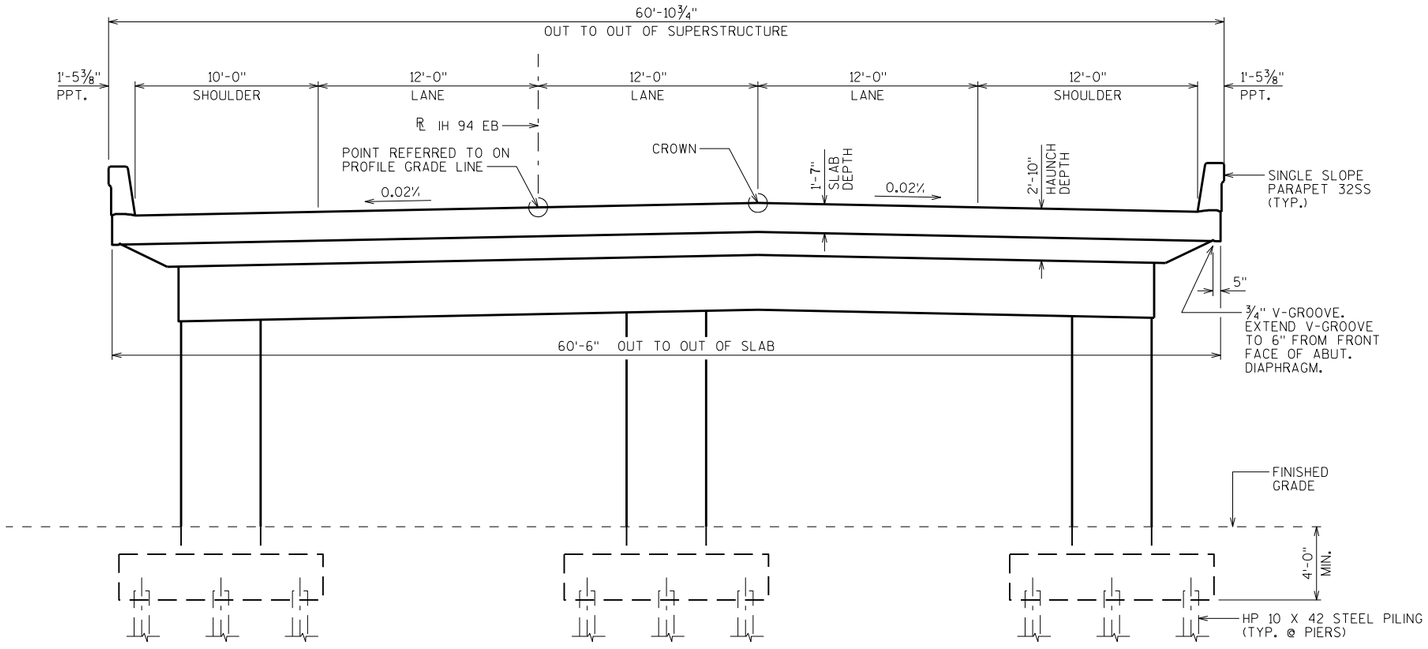
SCALE = 10

I.D. 1023-02-04F

DATE: JUNE 2015

STATE PROJECT NUMBER

1023-02-83



CROSS SECTION THRU BRIDGE

(LOOKING SOUTH)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL & BASE AGGREGATE DENSE, AS DETAILED.

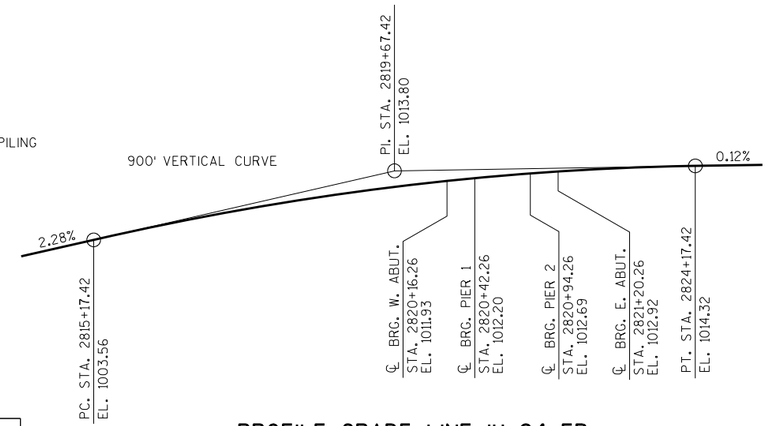
SLAB FALSEWORK SHALL BE SUPPORTED ON PILES OR THE SUBSTRUCTURE, UNLESS AN ALTERNATE METHOD IS APPROVED BY THE ENGINEER.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

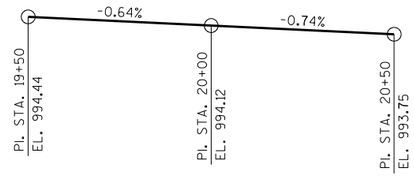
PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE & THE ENTIRE TOP OF APPROACH SLAB SURFACES. PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPETS (INCLUDING PARAPETS ON APPROACH SLABS).

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON THE "GENERAL PLAN" & "SLOPE PAVING (CONCRETE CAST-IN-PLACE)" SHEETS, AS WELL AS THE ABUTMENT DETAILS.



PROFILE GRADE LINE IH 94 EB



PROFILE GRADE LINE EMPIRE AVE.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	WEST APPROACH	WEST ABUT.	SUPER.	PIER 1	PIER 2	EAST ABUT.	EAST APPROACH	TOTALS
203.0200	REMOVING OLD STRUCTURE STA. 2820+70	LS	———	———	———	———	———	———	———	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-41-288	LS	———	———	———	———	———	———	———	1
210.0100	BACKFILL STRUCTURE	CY	———	110	———	———	———	138	———	248
305.0120	BASE AGGREGATE DENSE 1-1/4"	TON	201	———	———	———	———	———	201	402
502.0100	CONCRETE MASONRY BRIDGES	CY	86	51	466	74	74	61	86	898
502.3200	PROTECTIVE SURFACE TREATMENT	SY	129	———	678	———	———	———	129	936
502.3210	PIGMENTED SURFACE SEALER	SY	17	———	87	———	———	———	17	121
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	———	3,860	———	1,780	1,780	4,020	———	11,440
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	13,800	1,360	71,720	11,400	11,400	1,430	13,800	124,910
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	———	———	2,110	———	———	———	———	2,110
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	14	———	———	———	14	———	28
550.1100	PILING STEEL HP 10 X 42 LB	LF	———	———	———	360	360	———	———	720
550.2104	PILING CIP CONCRETE 10 3/4 X 0.25-INCH	LF	———	270	———	———	———	225	———	495
604.0400	SLOPE PAVING CONCRETE	SY	———	233	———	———	———	233	———	466
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	252	———	———	———	252	———	504
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	———	———	4	———	———	———	———	4
			———	———	———	———	———	———	———	———
			———	———	———	———	———	———	———	———
			———	———	———	———	———	———	———	———
			———	———	———	———	———	———	———	———
	NON-BID ITEMS									
	FILLER	SIZE								½", ¾", 1" & 1½"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

CROSS SECTION & QUANTITIES

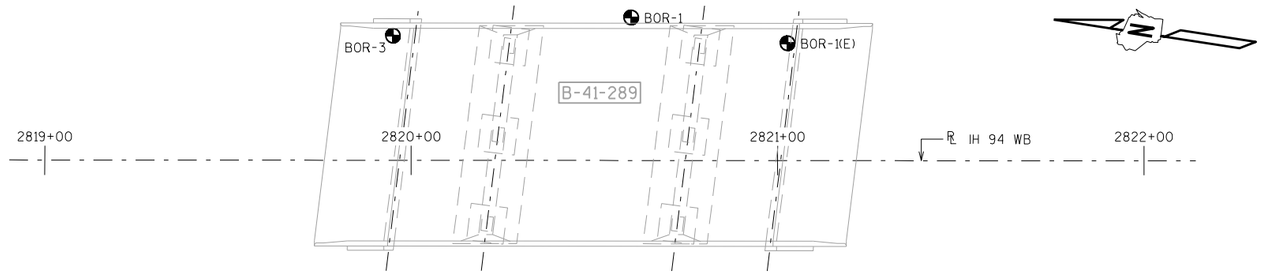
SHEET 2

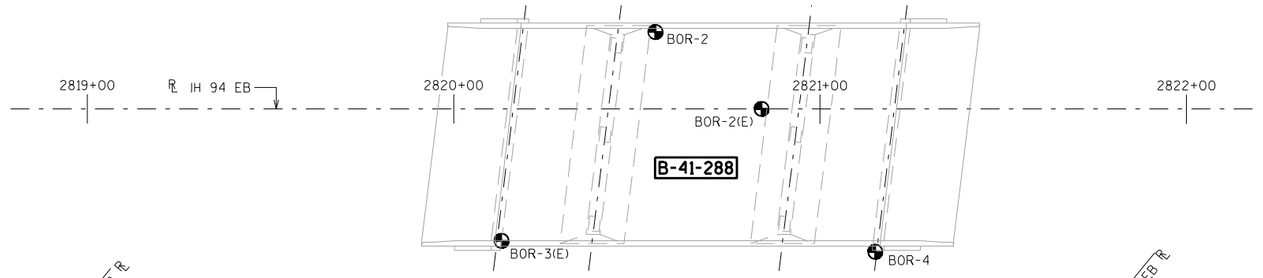
452

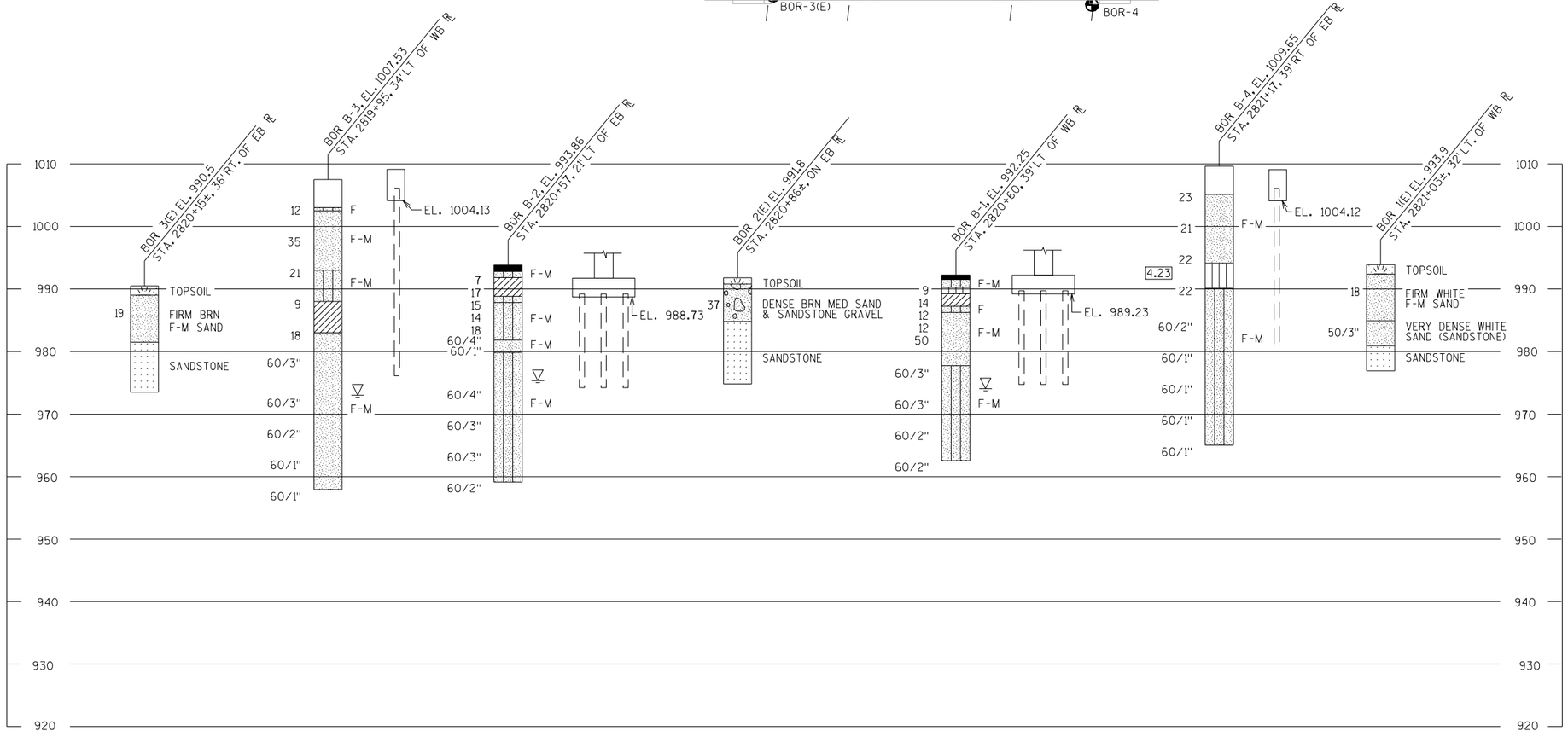
SCALE = 4

KIRBY - USH 12

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	11/21/2013	418828	704273
2	11/22/2013	418833	704176
3	11/25/2013	418894	704259
4	11/22/2013	418767	704120
BORINGS COMPLETED BY: AMERICAN ENGINEERING TESTING			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) MONROE COUNTY			







BORINGS DESIGNATED AS "(E)" WERE DERIVED FROM EXISTING STRUCTURES B-41-74/75, 1968 PLANS

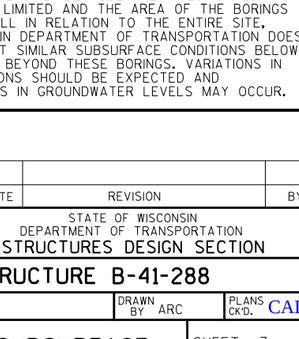
STATE PROJECT NUMBER

1023-02-83

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

SUBSURFACE EXPLORATION

SHEET 3

453

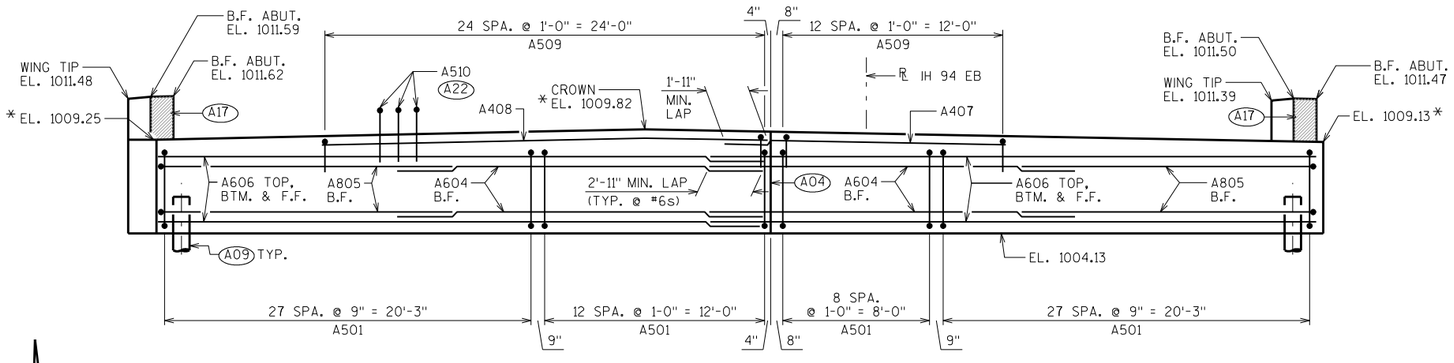
SCALE = 20

8

8

STATE PROJECT NUMBER

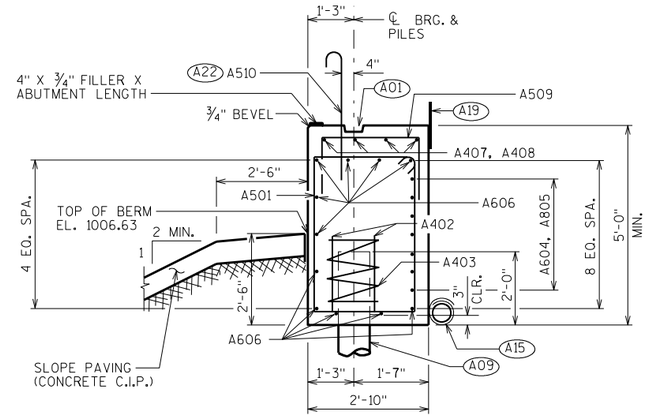
1023-02-83



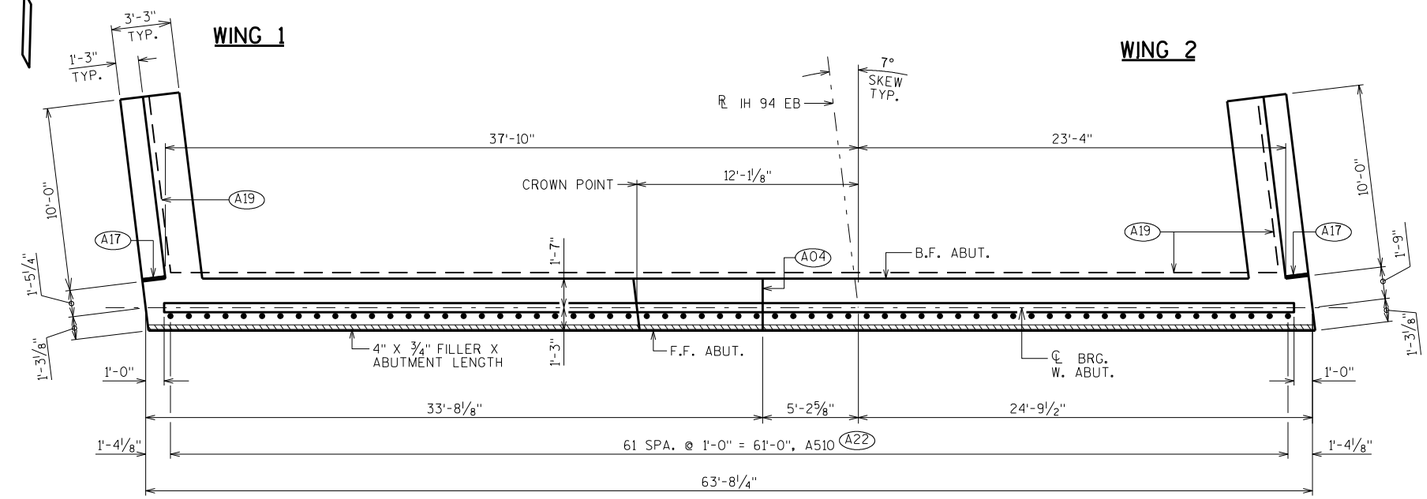
ELEVATION

(LOOKING NORTH)

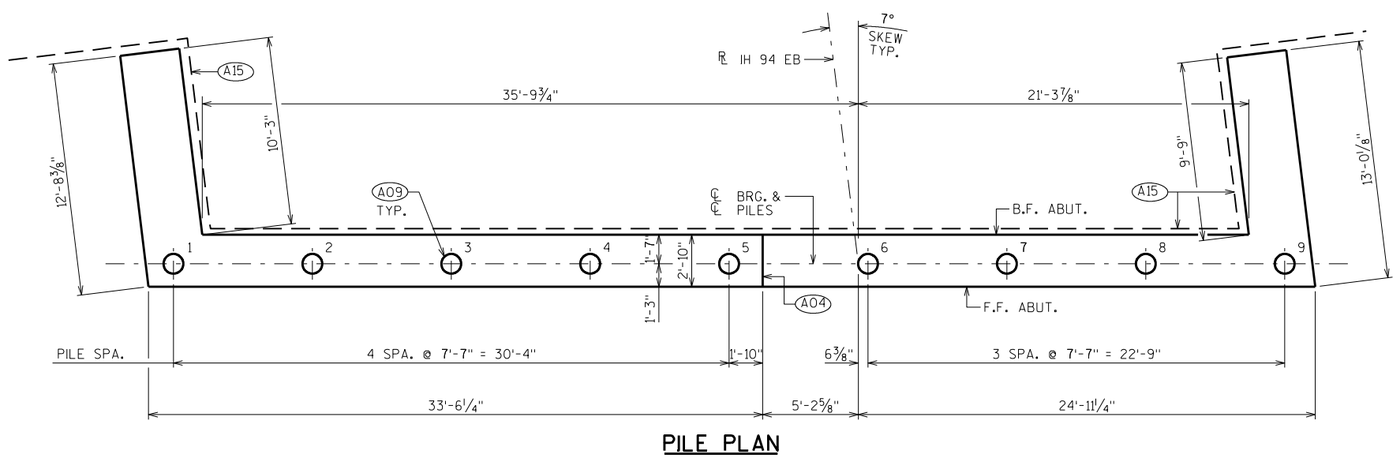
*NOTE: ELEVATIONS ARE GIVEN ALONG THE ℄ OF BRG.



SECTION THRU BODY



PLAN



PILE PLAN

(A01) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6".

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8, 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A09) SUPPORT ABUTMENT ON 10-3/4" DIA. CAST-IN-PLACE CONCRETE PILING, ESTIMATED 30 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 90 TONS PER PILE. SEE "WEST ABUTMENT DETAILS" SHEET FOR PILE SPLICE DETAILS.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED. (SEE "WEST ABUTMENT DETAILS" SHEET FOR DETAILS.)

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A22) A510 BARS AT 1'-0" CENTERS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-6" INTO CONCRETE.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

WEST ABUTMENT

SHEET 4

454

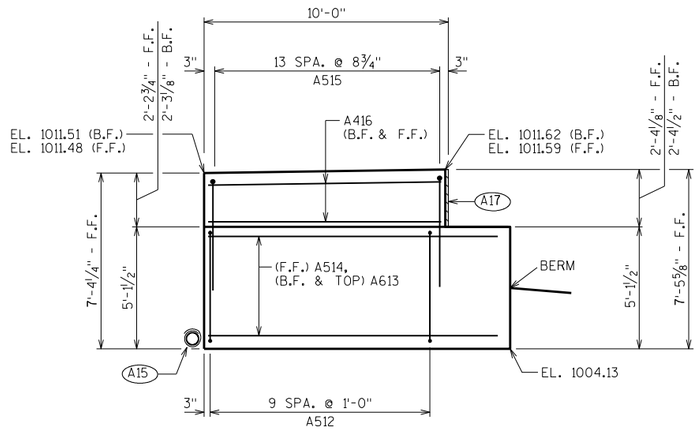
SCALE = 4

8

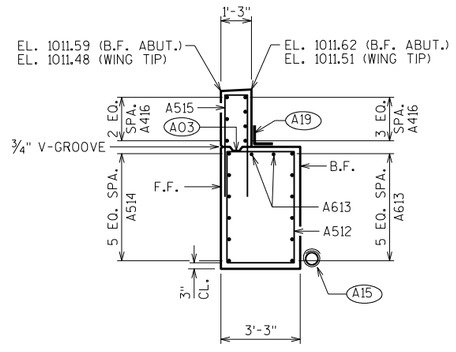
8

STATE PROJECT NUMBER

1023-02-83



WING 1 ELEVATION



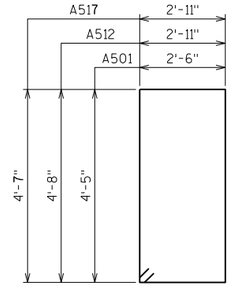
WING 1 SECTION

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 × 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

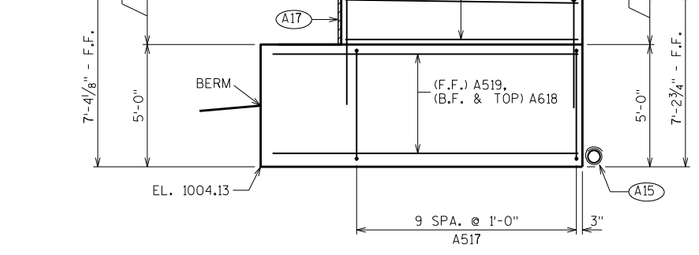


A501, A512, A517

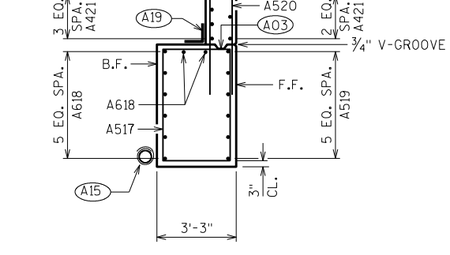
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

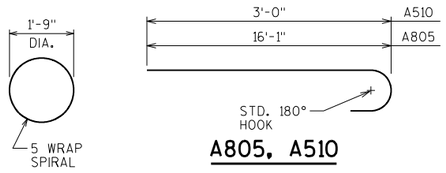
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
A501		78	14'-6"	X	BODY STIRRUPS
A402		18	2'-3"		PILES - 2 PER BODY PILE
A403		9	28'-0"	X	PILES - 1 PER BODY PILE
A604		14	20'-0"		BODY - HORIZ. - B.F. - MIDDLE
A805		14	17'-0"	X	BODY - HORIZ. - B.F. - ENDS
A606		22	33'-2"		BODY - HORIZ. - TOP, F.F. & BTM.
A407		4	14'-11"		BODY - HORIZ. - TOP
A408		4	24'-4"		BODY - HORIZ. - TOP
A509		38	5'-9"	X	BODY - VERT. - TOP
A510	X	62	3'-7"	X	BODY - VERT. - TOP - STAB BARS
A411		NOT	USED		
A512	X	10	15'-10"	X	WING 1 - STIRRUPS
A613	X	8	12'-2"		WING 1 - HORIZ. - B.F. & TOP
A514	X	6	12'-4"		WING 1 - HORIZ. - F.F.
A515	X	14	9'-0"	X	WING 1 - VERT. - TOP
A416	X	7	9'-8"		WING 1 - HORIZ. - TOP - F.F. & B.F.
A517	X	10	15'-8"	X	WING 2 - STIRRUPS
A618	X	8	11'-8"		WING 2 - HORIZ. - B.F. & TOP
A519	X	6	12'-7"		WING 2 - HORIZ. - F.F.
A520	X	14	9'-0"	X	WING 2 - VERT. - TOP
A421	X	7	9'-8"		WING 2 - HORIZ. - TOP - F.F. & B.F.

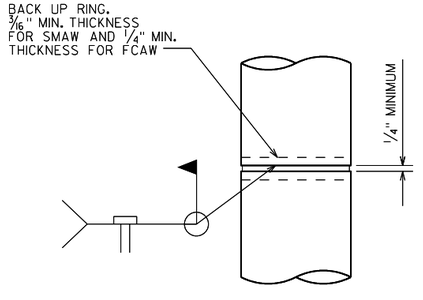


WING 2 ELEVATION

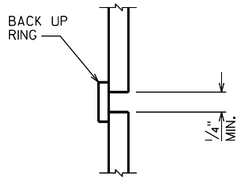


WING 2 SECTION



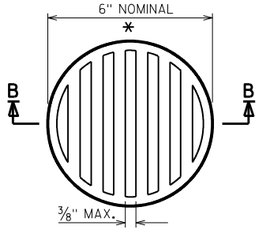


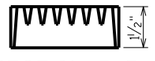
CAST-IN-PLACE 'PIPE PILE'



C.I.P. PILE WELD DETAIL

PILE DETAILS





SECTION B-B

RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

WEST ABUTMENT DETAILS

SHEET 5

455

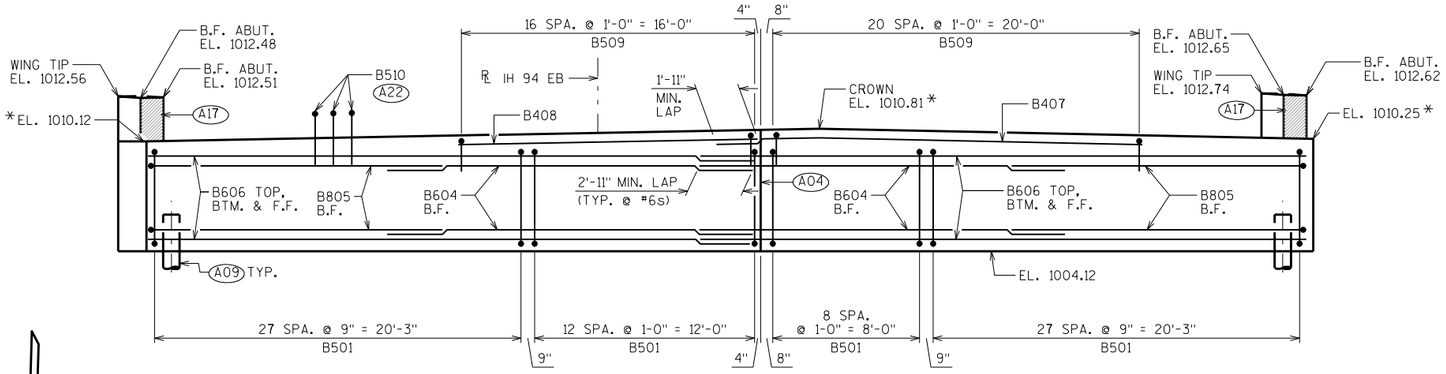
SCALE = 3

8

8

STATE PROJECT NUMBER

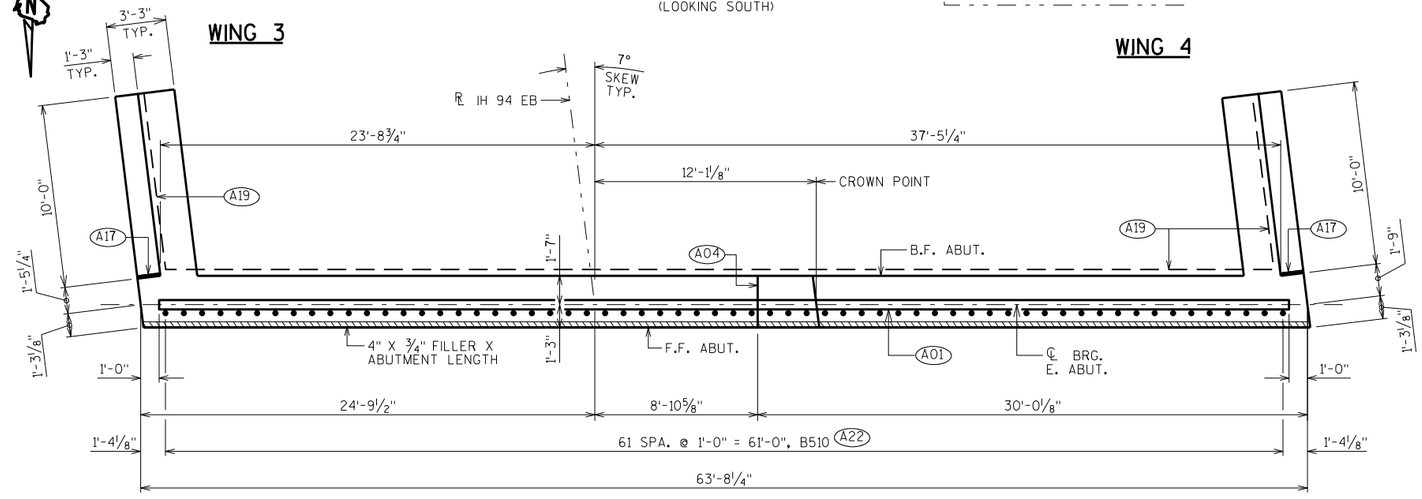
1023-02-83



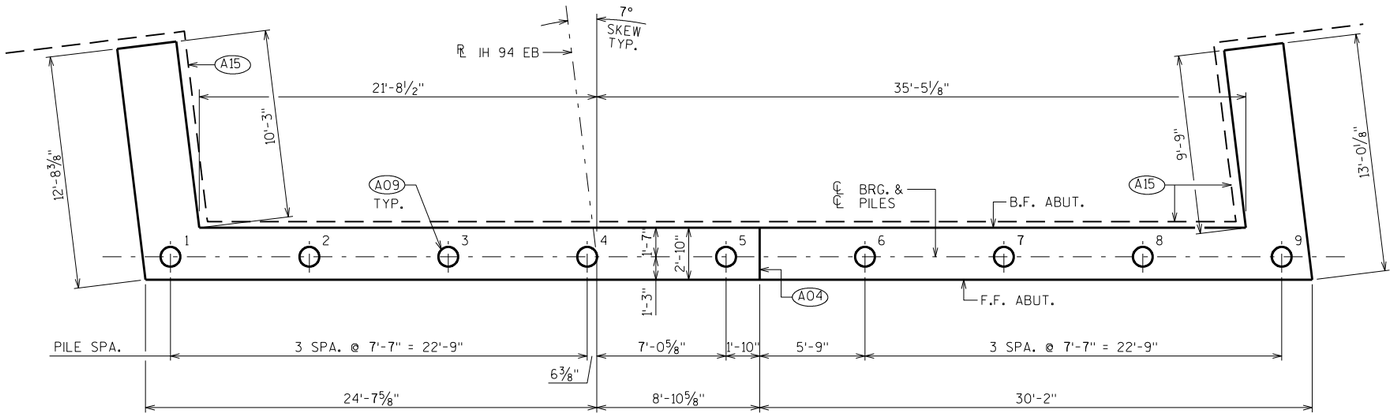
ELEVATION

(LOOKING SOUTH)

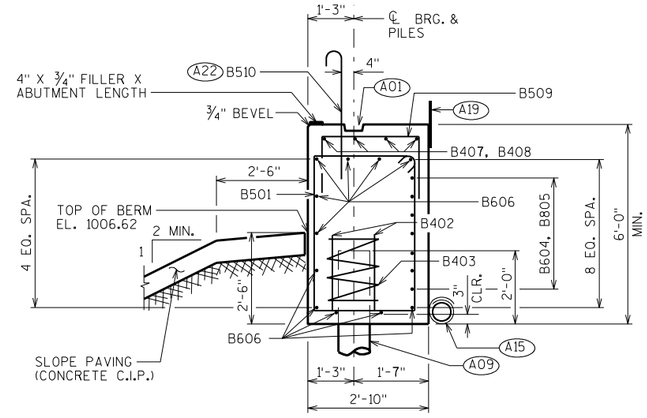
*NOTE: ELEVATIONS ARE GIVEN ALONG THE ℄ OF BRG.



PLAN



PILE PLAN



SECTION THRU BODY

(A01) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6".

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2 x 8, 3/4" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE "ALTERNATE CONSTRUCTION JOINT" SHEET.

(A09) SUPPORT ABUTMENT ON 10-3/4" DIA. CAST-IN-PLACE CONCRETE PILING, ESTIMATED 25 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 90 TONS PER PILE. SEE "EAST ABUTMENT DETAILS" SHEET FOR PILE SPLICE DETAILS.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED. (SEE "WEST ABUTMENT DETAILS" SHEET FOR DETAILS.)

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A22) B510 BARS AT 1'-0" CENTERS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-6" INTO CONCRETE.)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

EAST ABUTMENT

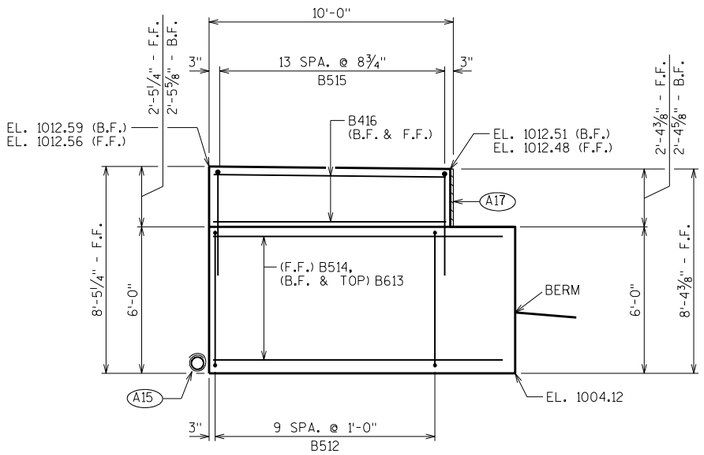
SHEET 6

456

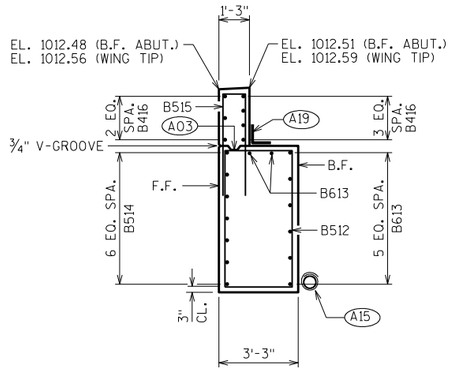
SCALE = 4

STATE PROJECT NUMBER

1023-02-83



WING 3 ELEVATION



WING 3 SECTION

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 × 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED. (SEE "WEST ABUTMENT DETAILS" SHEET FOR DETAILS.)

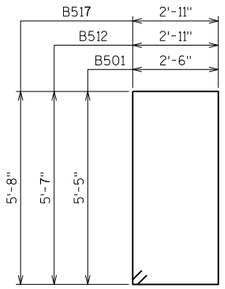
(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

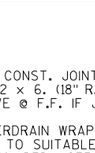
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
B501		78	16'-6"	X	BODY STIRRUPS
B402		18	2'-3"		PILES - 2 PER BODY PILE
B403		9	28'-0"	X	PILES - 1 PER BODY PILE
B604		14	20'-0"		BODY - HORIZ. - B.F. - MIDDLE
B805		14	17'-0"	X	BODY - HORIZ. - B.F. - ENDS
B606		22	33'-2"		BODY - HORIZ. - TOP, F.F. & BTM.
B407		4	22'-11"		BODY - HORIZ. - TOP
B408		4	16'-4"		BODY - HORIZ. - TOP
B509		38	5'-9"	X	BODY - VERT. - TOP
B510	X	62	3'-7"	X	BODY - VERT. - TOP - STAB BARS
B411		NOT	USED		
B512	X	10	17'-8"	X	WING 3 - STIRRUPS
B613	X	8	12'-2"		WING 3 - HORIZ. - B.F. & TOP
B514	X	7	12'-4"		WING 3 - HORIZ. - F.F.
B515	X	14	9'-4"	X	WING 3 - VERT. - TOP
B416	X	7	9'-8"		WING 3 - HORIZ. - TOP - F.F. & B.F.
B517	X	10	17'-10"	X	WING 4 - STIRRUPS
B618	X	8	11'-8"		WING 4 - HORIZ. - B.F. & TOP
B519	X	7	12'-7"		WING 4 - HORIZ. - F.F.
B520	X	14	9'-4"	X	WING 4 - VERT. - TOP
B421	X	7	9'-8"		WING 4 - HORIZ. - TOP - F.F. & B.F.



B501, B512, B517



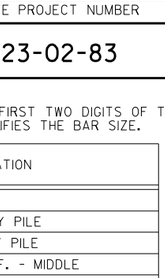
B403



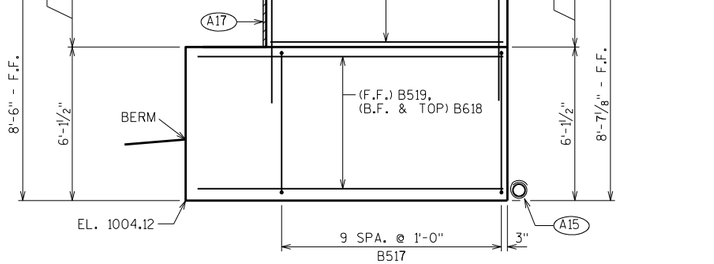
B805, B510



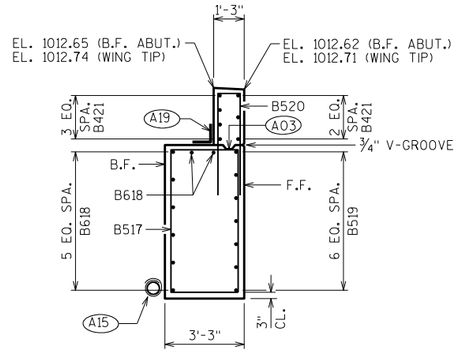
B509



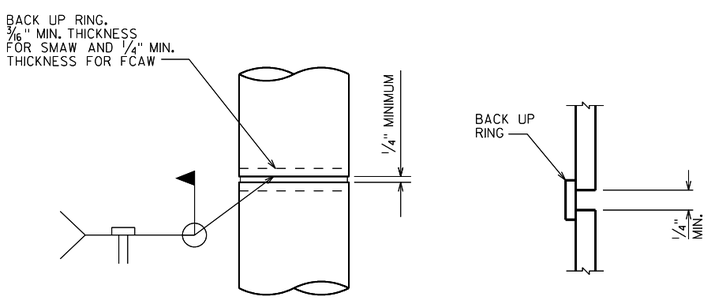
B515, B520



WING 4 ELEVATION



WING 4 SECTION



CAST-IN-PLACE 'PIPE PILE'

C.I.P. PILE WELD DETAIL

PILE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

EAST ABUTMENT DETAILS

SHEET 7

457

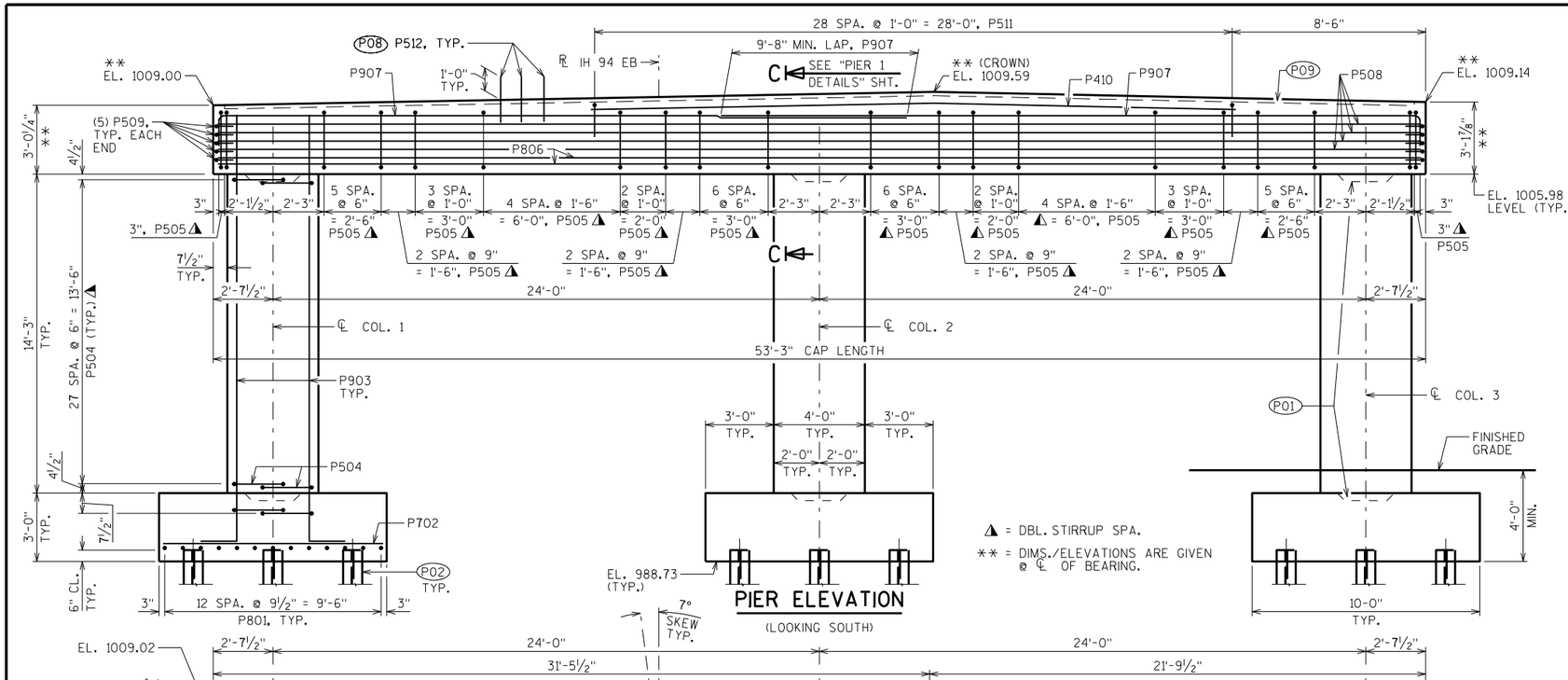
SCALE = 3

8

8

STATE PROJECT NUMBER

1023-02-83



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

PIER 1

SHEET 8

458

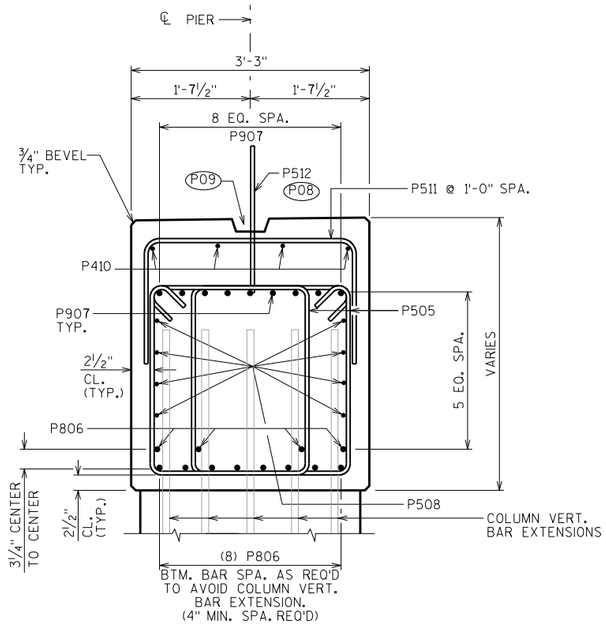
SCALE = 3

8

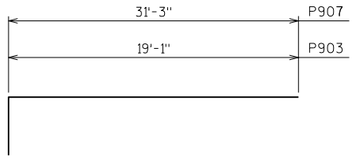
8

STATE PROJECT NUMBER

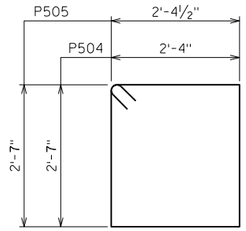
1023-02-83



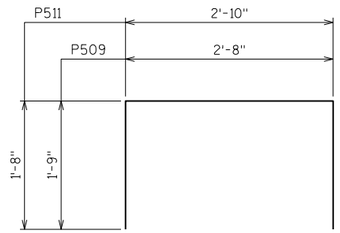
SECTION C-C



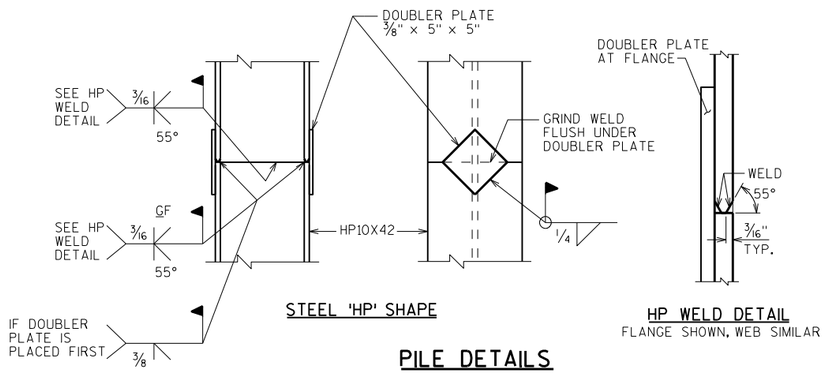
P903, P907



P504, P505



P509, P511



STEEL 'HP' SHAPE

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
P801		39	9'-8"		FOOTING-HORIZ.-BOT. MAT
P702		39	9'-8"		FOOTING-HORIZ.-BOT. MAT
P903	X	54	20'-5"	X	FOOTING/COLUMN-VERT.
P504	X	174	10'-6"	X	COLUMN-STIRRUPS
P505	X	108	10'-7"	X	CAP-STIRRUPS
P806	X	12	52'-10"		CAP-HORIZ.-BOT.
P907	X	18	32'-7"	X	CAP-HORIZ.-TOP
P508	X	8	52'-10"		CAP-HORIZ.-SIDES
P509	X	10	5'-11"	X	CAP-HORIZ.-ENDS
P410	X	4	28'-4"		CAP-HORIZ.-TOP
P511	X	29	5'-11"	X	CAP-VERT.-TOP
P512	X	53	2'-0"		CAP - DOWEL BARS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

PIER 1 DETAILS

SHEET 9

459

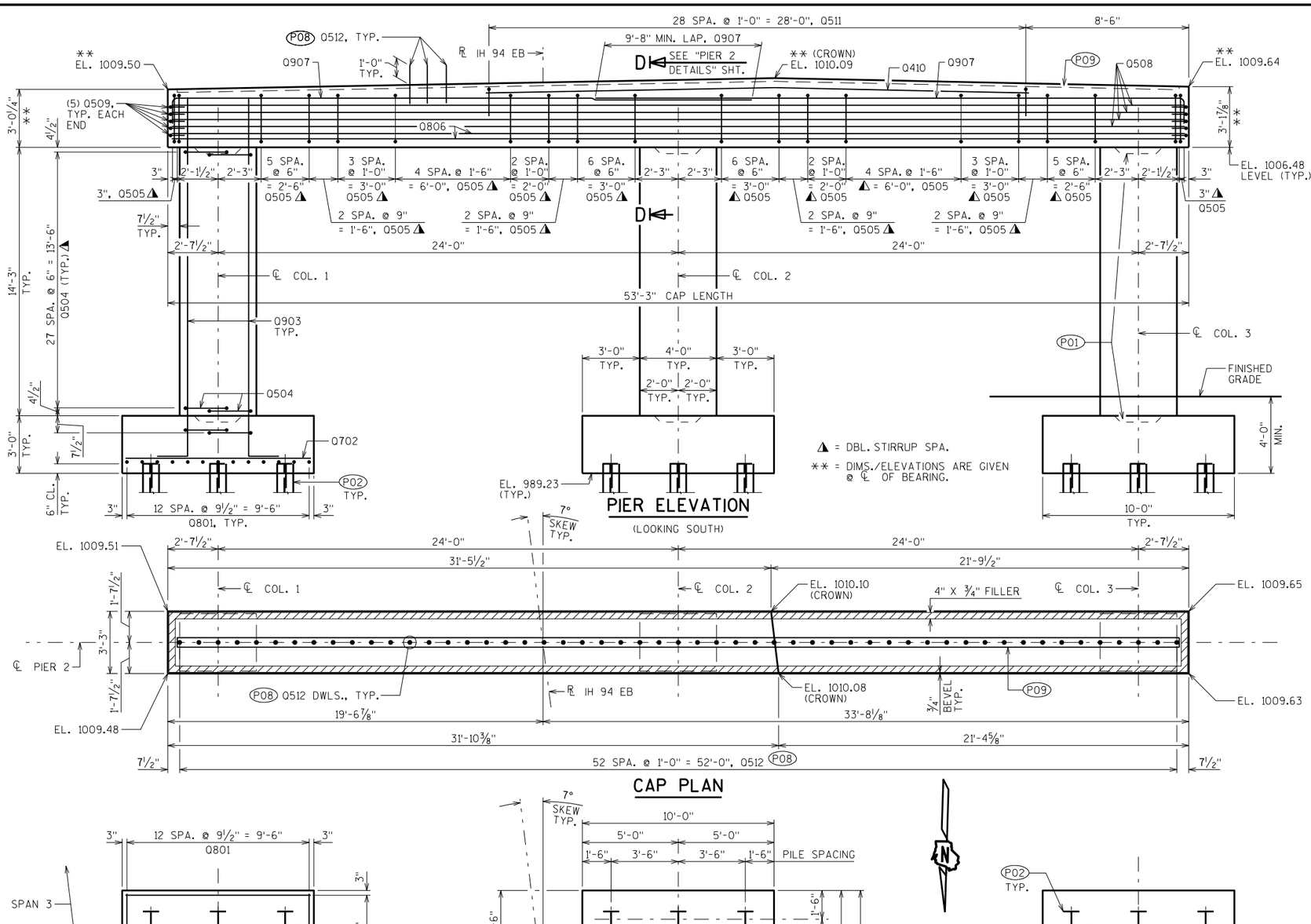
SCALE = 3

8

8

STATE PROJECT NUMBER

1023-02-83



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

PIER 2

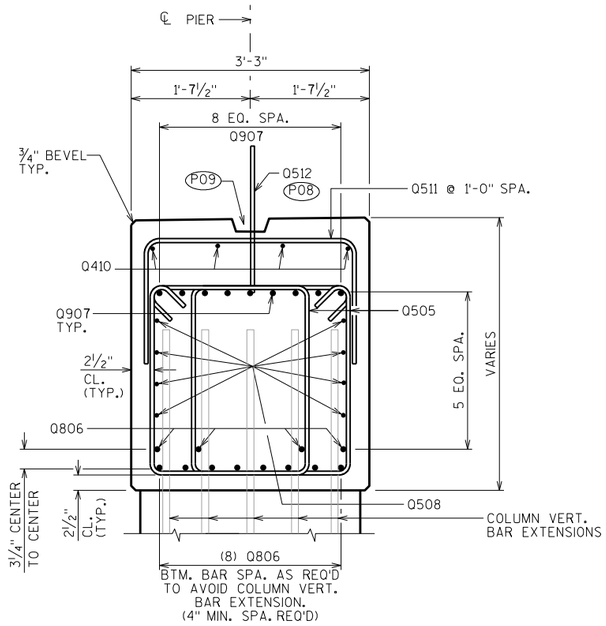
SHEET 10

460

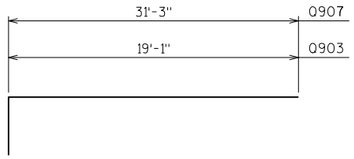
SCALE = 3

8

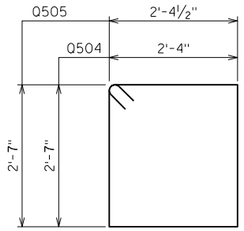
8



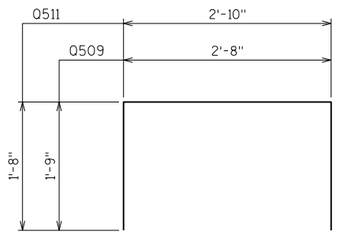
SECTION C-C



0903, 0907



0504, 0505

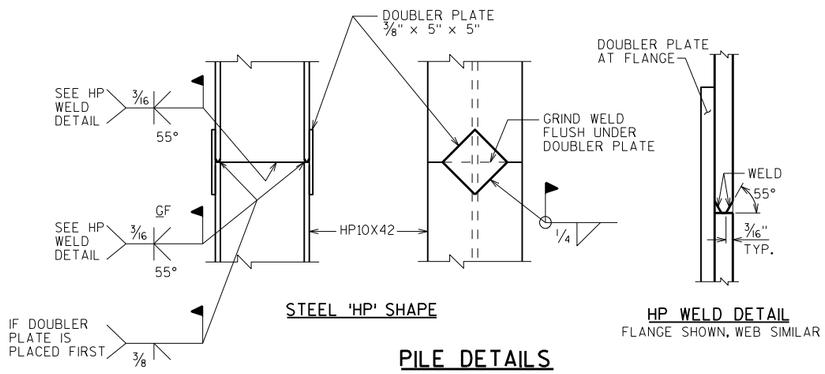


0509, 0511

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
0801		39	9'-8"		FOOTING-HORIZ.-BOT. MAT
0702		39	9'-8"		FOOTING-HORIZ.-BOT. MAT
0903	X	54	20'-5"	X	FOOTING/COLUMN-VERT.
0504	X	174	10'-6"	X	COLUMN-STIRRUPS
0505	X	108	10'-7"	X	CAP-STIRRUPS
0806	X	12	52'-10"		CAP-HORIZ.-BOT.
0907	X	18	32'-7"	X	CAP-HORIZ.-TOP
0508	X	8	52'-10"		CAP-HORIZ.-SIDES
0509	X	10	5'-11"	X	CAP-HORIZ.-ENDS
0410	X	4	28'-4"		CAP-HORIZ.-TOP
0511	X	29	5'-11"	X	CAP-VERT.-TOP
0512	X	53	2'-0"		CAP - DOWEL BARS



STEEL 'HP' SHAPE

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

STATE PROJECT NUMBER

1023-02-83

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

PIER 2 DETAILS

SHEET 11

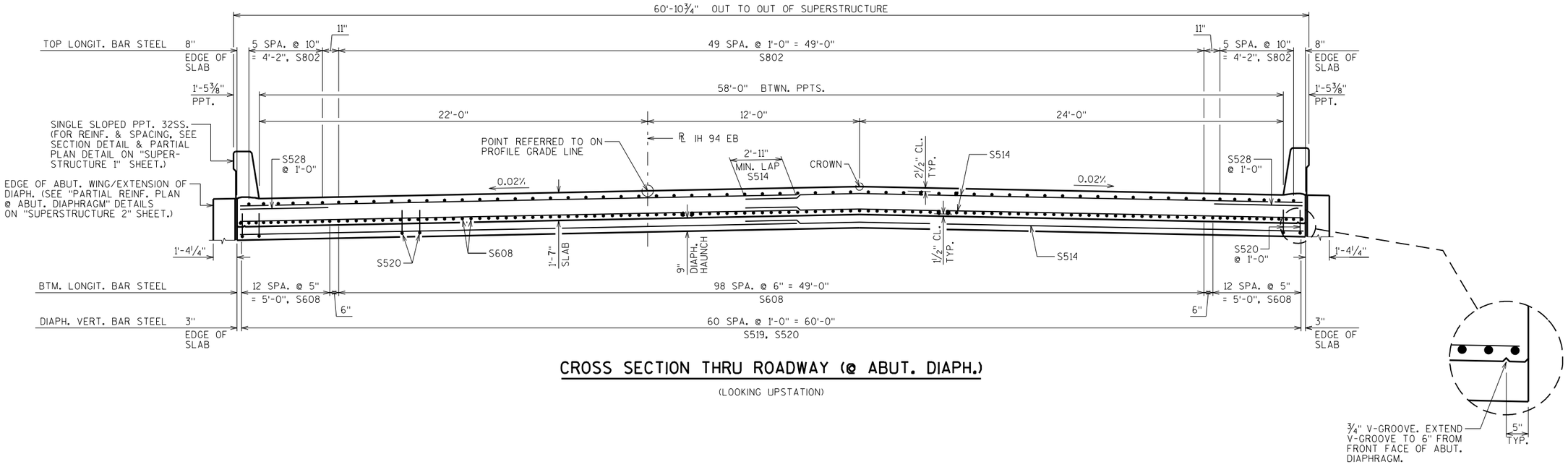
461

SCALE = 3

8

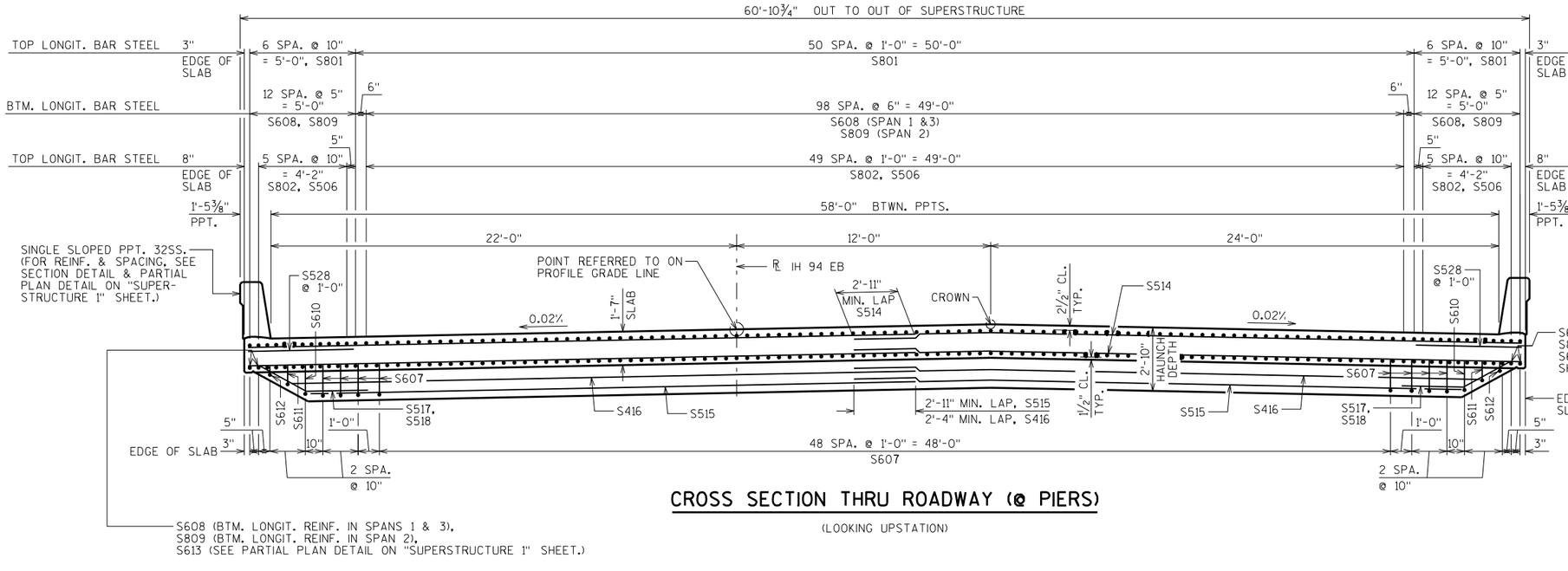
8

STATE PROJECT NUMBER
1023-02-83



CROSS SECTION THRU ROADWAY (℄ ABUT. DIAPH.)

(LOOKING UPSTATION)



CROSS SECTION THRU ROADWAY (℄ PIERS)

(LOOKING UPSTATION)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

SUPERSTRUCTURE CROSS SECTION

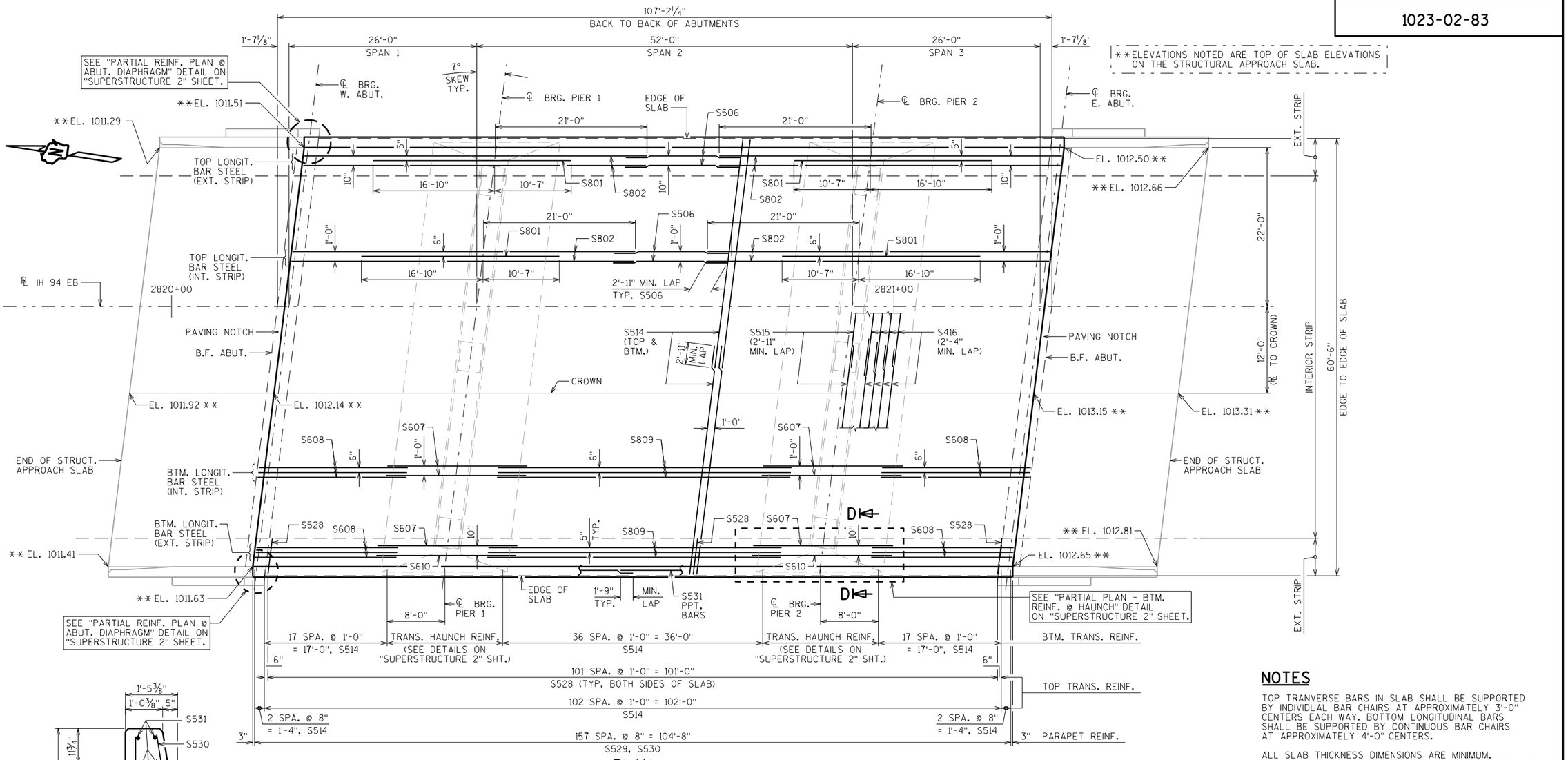
SHEET 12

462

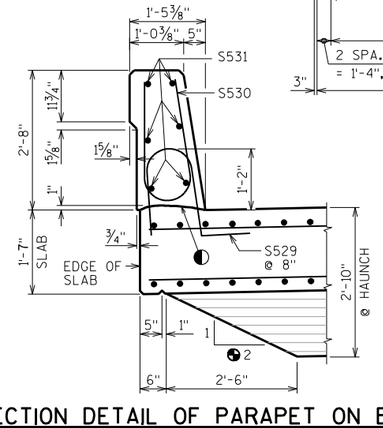
SCALE = 3

STATE PROJECT NUMBER

1023-02-83



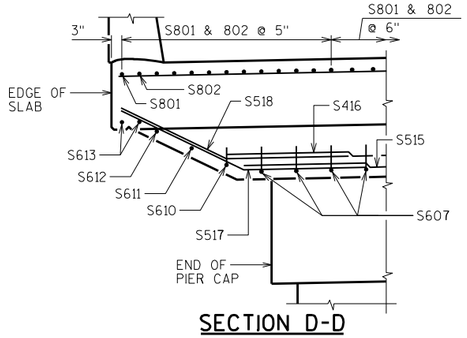
PLAN



SECTION DETAIL OF PARAPET ON BRIDGE

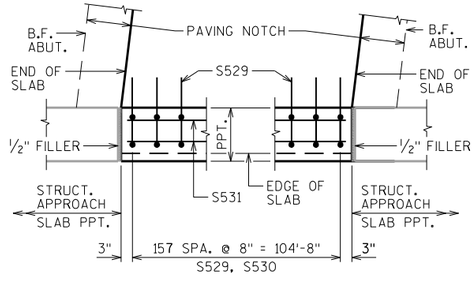
◓ TRANSVERSE TAPERED HAUNCH SLOPE PERPENDICULAR TO EDGE OF SLAB.

◐ CONSTRUCTION JOINT - STRIKE OFF AS SHOWN



SECTION D-D

(FOR MORE DETAIL, SEE "PARTIAL PLAN - BTM. REINF. @ HAUNCH" DETAIL ON "SUPERSTRUCTURE 2" SHT.)



PARTIAL PLAN DETAIL OF PARAPET REINF.

(SHOWING N.W. & S.W. CORNERS - DETAIL TYP. @ BOTH SIDES OF SUPERSTRUCTURE)

NOTES

TOP TRANVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS EACH WAY. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE (+).

PARAPETS PLACED ON TOP OF THE SLAB SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED.

CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT. (SEE "SUPERSTRUCTURE DETAILS" SHEET FOR CAMBER VALUES.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

SUPER-STRUCTURE 1

SHEET 13

463

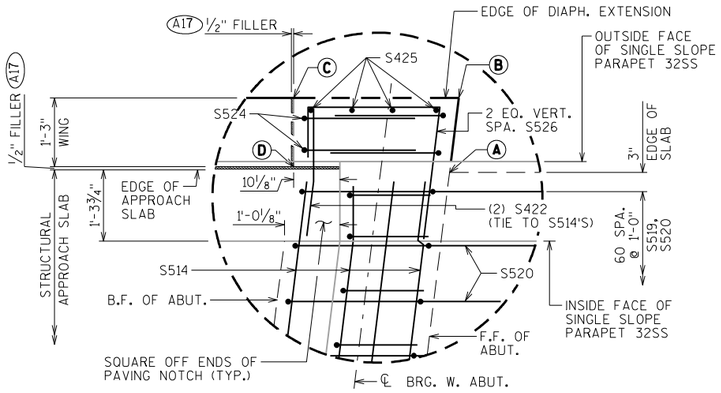
8

8

SCALE = 7

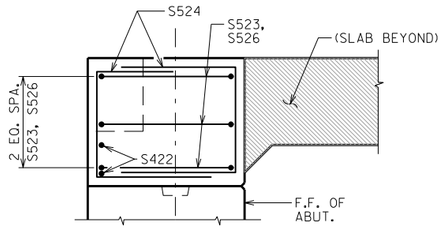
STATE PROJECT NUMBER

1023-02-83



PARTIAL REINF. PLAN @ ABUT. DIAPHRAGM

(NORTHEAST CORNER SHOWN, SOUTHWEST CORNER SIMILAR)



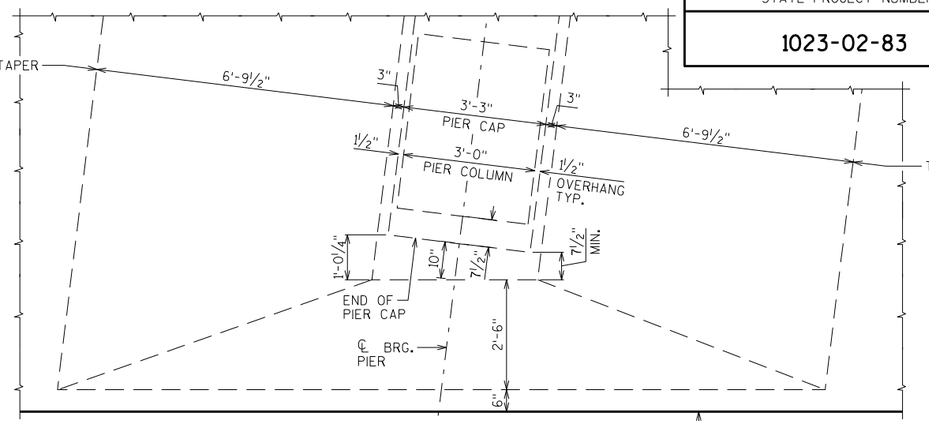
SECTION E-E

(ALL OTHER CORNERS SIMILAR)

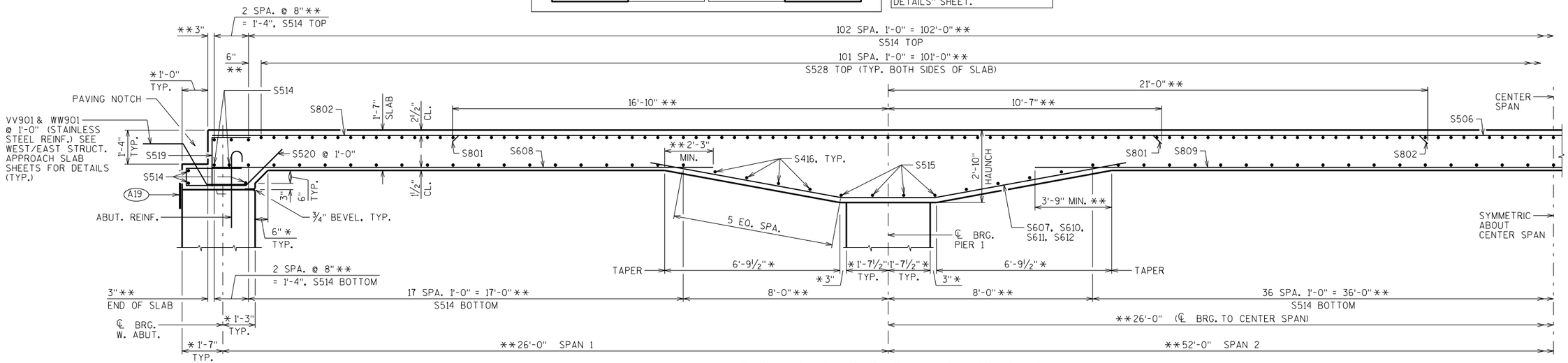
TOP OF DIAPH. ELEVATION TABLE

WING #2 (N.E.)		WING #3 (S.E.)	
(C) EL. 1011.47	(B) EL. 1011.47	(B) EL. 1012.46	(C) EL. 1012.48
(D) EL. 1011.50	(A) EL. 1011.53	(A) EL. 1012.49	(D) EL. 1012.51
WING #1 (N.W.)		**WING #4 (S.W.)**	
(D) EL. 1011.62	(A) EL. 1011.65	(A) EL. 1012.63	(D) EL. 1012.65
(C) EL. 1011.59	(B) EL. 1011.59	(B) EL. 1012.60	(C) EL. 1012.62

EL. "C" & "D" VALUES EQUAL THE TOP OF WING ELEVATIONS AT THE B.F. ABUTMENT, NOTED ON THE "WEST/EAST ABUTMENT DETAILS" SHEET.



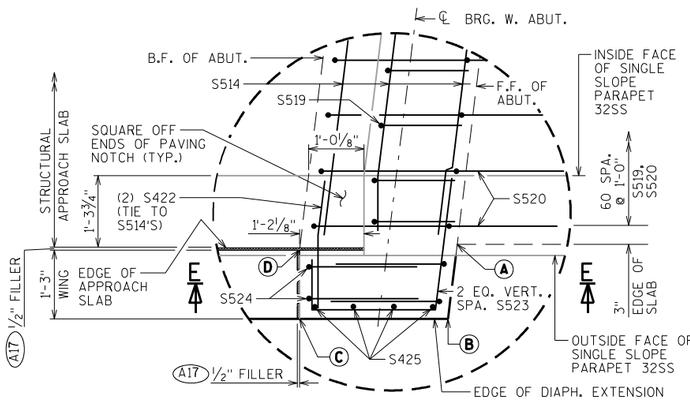
PLAN DIMENSIONS OF PIER HAUNCH



LONGITUDINAL SECTION THRU ROADWAY

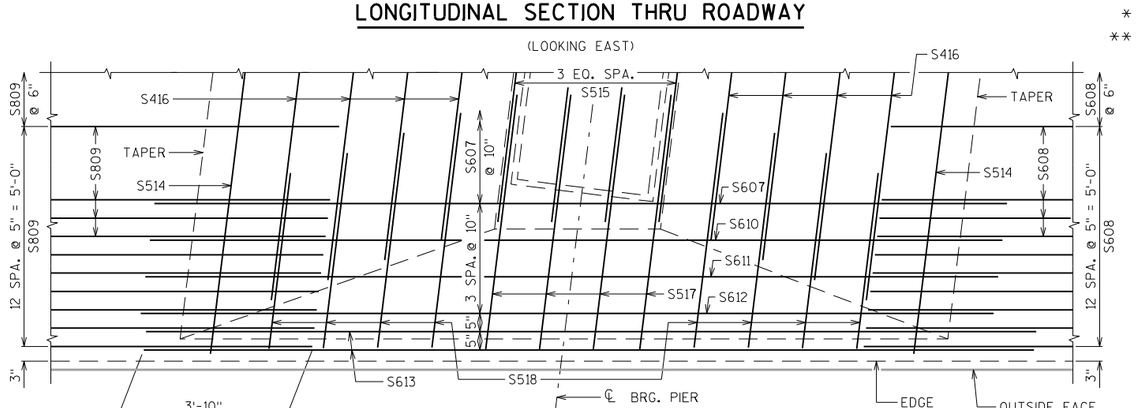
* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** DIMENSION IS TAKEN ALONG LENGTH OF SLAB.



PARTIAL REINF. PLAN @ ABUT. DIAPHRAGM

(NORTHWEST CORNER SHOWN, SOUTHEAST CORNER SIMILAR)



PARTIAL PLAN - BTM. REINF. @ HAUNCH

(SOUTHWEST END OF PIER 2'S HAUNCH SHOWN, ALL OTHER ENDS SIMILAR)

A17 1/2" FILLER: SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A19 18" (RMW) RUBBERIZED MEMBRANE WATER-PROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

SUPER-STRUCTURE 2

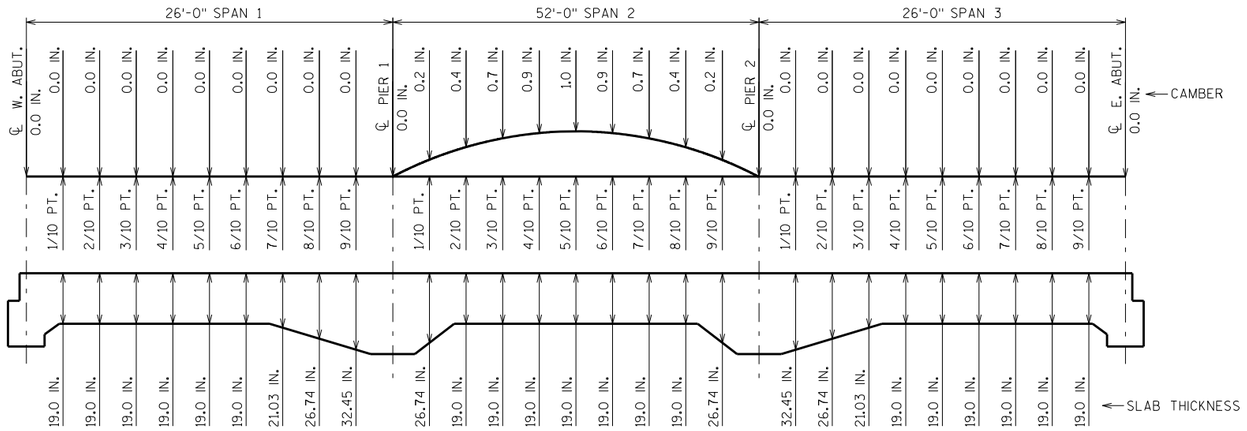
SHEET 14

464

SCALE = 2

8

8



CAMBER AND SLAB THICKNESS DIAGRAM

CAMBER IS BASED ON 3 TIMES DEAD LOAD DEFLECTIONS.

CAMBER SPANS AS SHOWN TO PROVIDE FOR DEADLOAD DEFLECTION & FUTURE CREEP.
CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

PARAPETS SHOWN ABOVE THE HORIZ. CONST. JT. SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED.

TO DETERMINE FALSEWORK ELEVATION AT EDGE OF SLAB, CROWN OR CENTERLINE FOLLOW THIS PROCEDURE:

	TOP OF DECK ELEVATION AT FINAL GRADE
LESS	SLAB THICKNESS
PLUS	CAMBER
PLUS	FORM SETTLEMENT/DEFLECTION DUE TO PLACEMENT OF SLAB CONCRETE (TO BE COMPUTED BY THE CONTRACTOR)
EQUALS	TOP OF SLAB FALSEWORK ELEVATION.

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF DECK ELEVATIONS AT THE ℄ OF ABUTMENTS, THE ℄ OF PIERS AND AT 5/10 PTS. TO VERIFY CAMBER. TAKE ELEVATIONS ALONG GUTTER LINES AND CROWN OR ℄.

TOP OF SLAB ELEVATIONS

	℄ BRG. W. ABUT.	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.
LEFT GUTTER	1011.51	1011.54	1011.57	1011.60	1011.62	1011.65	1011.68	1011.71	1011.73	1011.76
℞ IH 94 EB	1011.93	1011.95	1011.98	1012.01	1012.04	1012.06	1012.09	1012.12	1012.14	1012.17
CROWN POINT	1012.15	1012.18	1012.21	1012.23	1012.26	1012.29	1012.32	1012.34	1012.37	1012.40
RIGHT GUTTER	1011.64	1011.67	1011.69	1011.72	1011.75	1011.78	1011.80	1011.83	1011.86	1011.89

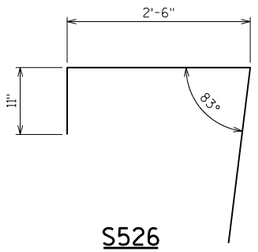
	℄ BRG. PIER 1	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.
LEFT GUTTER	1011.78	1011.84	1011.89	1011.94	1011.99	1012.04	1012.09	1012.14	1012.18	1012.23
℞ IH 94 EB	1012.20	1012.25	1012.30	1012.35	1012.40	1012.45	1012.50	1012.55	1012.60	1012.65
CROWN POINT	1012.42	1012.48	1012.53	1012.58	1012.63	1012.68	1012.73	1012.78	1012.83	1012.87
RIGHT GUTTER	1011.91	1011.97	1012.02	1012.07	1012.12	1012.17	1012.22	1012.27	1012.32	1012.37

	℄ BRG. PIER 2	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.	℄ BRG. E. ABUT.
LEFT GUTTER	1012.28	1012.30	1012.32	1012.35	1012.37	1012.39	1012.41	1012.43	1012.46	1012.48	1012.50
℞ IH 94 EB	1012.69	1012.72	1012.74	1012.76	1012.78	1012.81	1012.83	1012.85	1012.87	1012.90	1012.92
CROWN POINT	1012.92	1012.94	1012.97	1012.99	1013.01	1013.03	1013.06	1013.08	1013.10	1013.12	1013.14
RIGHT GUTTER	1012.41	1012.44	1012.46	1012.48	1012.51	1012.53	1012.55	1012.57	1012.60	1012.62	1012.64

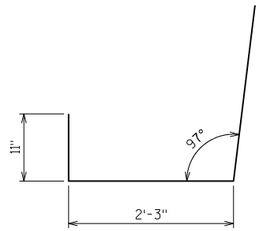
BAR SERIES TABLE

BUNDLE AND TAG EACH SERIES SEPARATELY

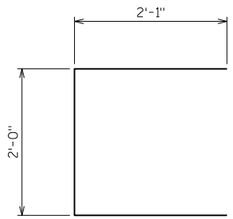
MARK	NO. REQ'D.	LENGTH
S518	8 SERIES OF 4	4'-1" TO 5'-7"



S526



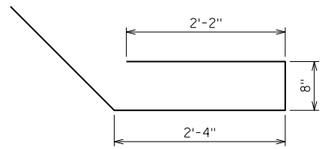
S523



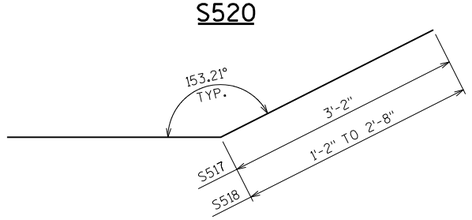
S524



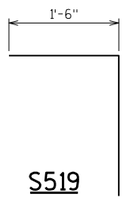
S422



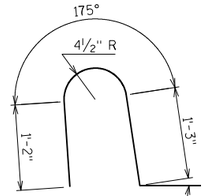
S520



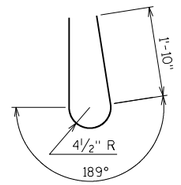
S517, S518



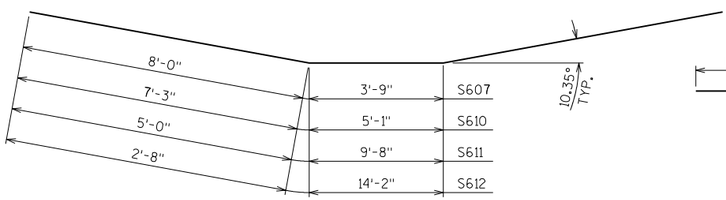
S519



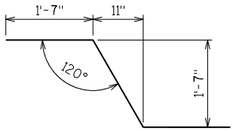
S529



S530



S607, S610, S611, S612



STAINLESS STEEL → VV901, WW901

STATE PROJECT NUMBER

1023-02-83

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S801	X	126	27'-5"			SLAB-LONGIT.-TOP-OVER PIERS
S802	X	124	47'-5"			SLAB-LONGIT.-TOP-OVER PIERS
S503	X	NOT	USED			
S504	X	NOT	USED			
S405	X	NOT	USED			
S506	X	62	15'-10"			SLAB-LONGIT.-TOP-SPAN 2
S607	X	110	19'-9"	X		SLAB-HAUNCH-LONGIT. BTM.
S608	X	250	20'-0"			SLAB-LONGIT.-BTM.-SPANS 1 & 3
S809	X	125	42'-1"			SLAB-LONGIT.-BTM.-SPAN 2
S610	X	4	19'-7"	X		SLAB-HAUNCH-LONGIT.-HAUNCH TAPER-ENDS
S611	X	4	19'-8"	X		SLAB-HAUNCH-LONGIT.-HAUNCH TAPER-ENDS
S612	X	4	19'-6"	X		SLAB-HAUNCH-LONGIT.-HAUNCH TAPER-ENDS
S613	X	8	19'-2"			SLAB-LONGIT.-BTM.-HAUNCH TAPER-END
S514	X	360	31'-10"			SLAB-TRANS.-TOP & BTM.
S515	X	16	28'-11"			SLAB-TRANS. BTM.-HAUNCH-OVER PIERS
S416	X	32	30'-3"			SLAB-TRANS. BTM.-HAUNCH-TAPER
S517	X	16	6'-1"	X		SLAB-TRANS. BTM.-HAUNCH-TAPER-ENDS
S518	X	32	4'-10"	X	⚠	SLAB-TRANS. BTM.-HAUNCH-TAPER-ENDS
S519	X	122	3'-3"	X		DIAPHRAGM-VERT.
S520	X	122	7'-2"	X		DIAPHRAGM-VERT.
S421	X	NOT	USED			
S422	X	8	2'-4"	X		DIAPHRAGM-HORIZ.-END
S523	X	6	5'-4"	X		DIAPHRAGM-HORIZ.-END
S524	X	16	5'-11"	X		DIAPHRAGM-VERT.-END
S425	X	16	2'-0"			DIAPHRAGM-VERT.-END
S526	X	6	5'-8"	X		DIAPHRAGM-HORIZ.-END
S427	X	NOT	USED			
S528	X	204	5'-0"			SLAB-TOP-TRANS.-ENDS
S529	X	316	4'-5"	X		PARAPET-VERT.
S530	X	316	5'-0"	X		PARAPET-VERT.
S531	X	24	53'-3"			PARAPET-HORIZ.
VV901		62	5'-0"	X		CONC. ABUT. DIAPH. TO APPROACH SLAB
WW901		62	5'-0"	X		CONC. ABUT. DIAPH. TO APPROACH SLAB

STAINLESS STEEL BAR. SEE "EAST/WEST STRUCT. APPROACH SLAB" SHEET & DETAILS SHEET FOR BAR SPACING & CONSTRUCTION DETAILS.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

SUPERSTRUCTURE DETAILS

SHEET 15

465

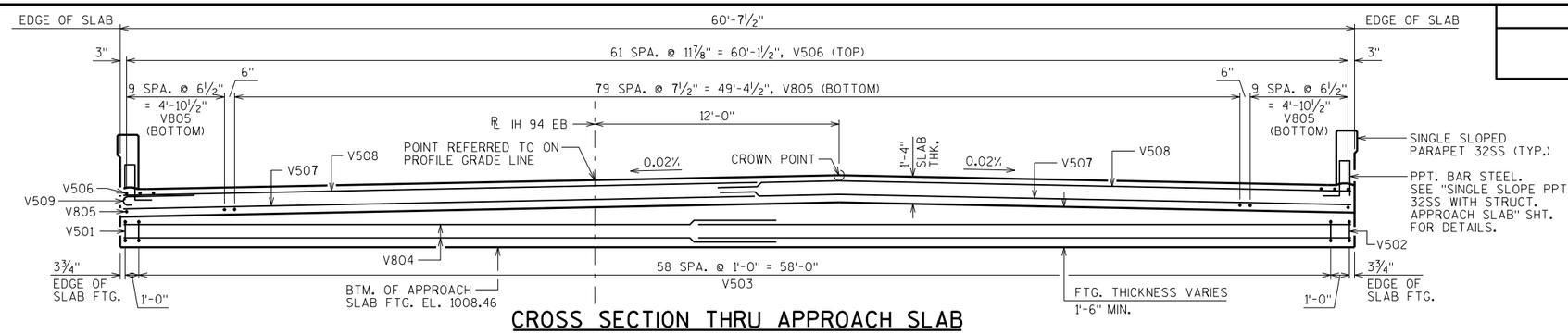
SCALE = 1

8

8

STATE PROJECT NUMBER

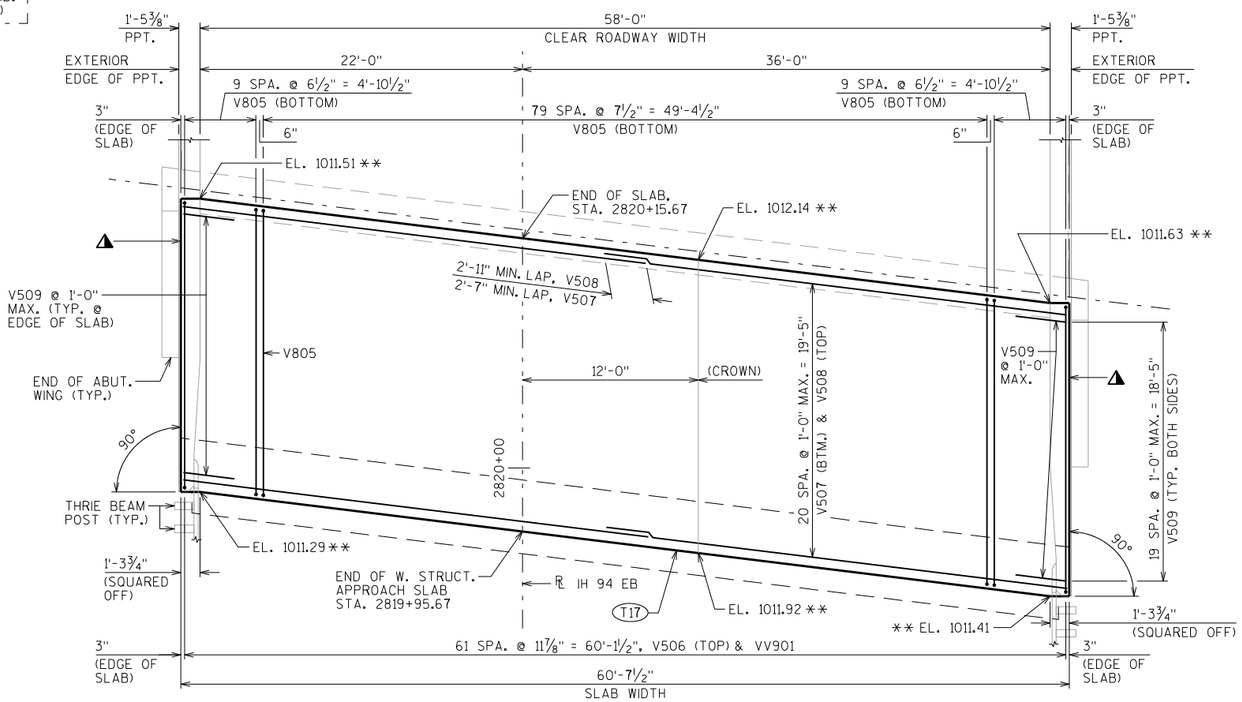
1023-02-83



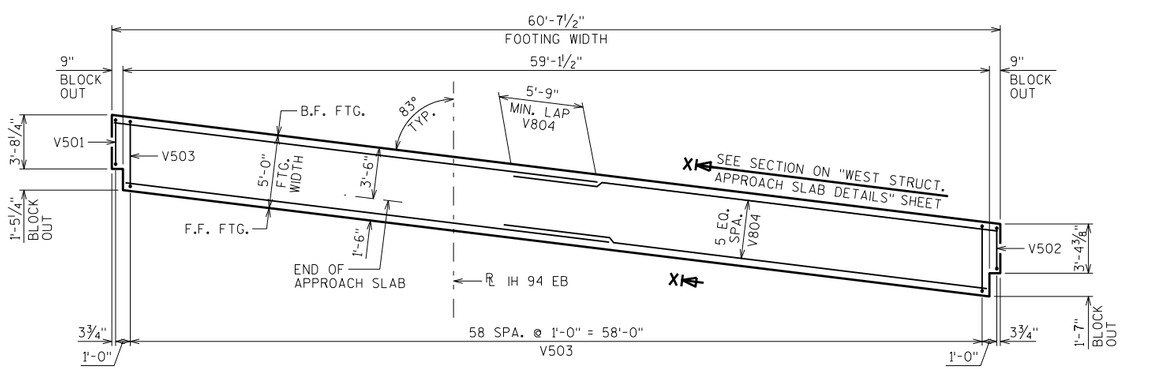
CROSS SECTION THRU APPROACH SLAB

(LOOKING UPSTATION)

**TOP OF SLAB ELEVATIONS OF STRUCTURAL APPROACH SLAB. (ELEVATIONS ALSO NOTED ON "SUPERSTRUCTURE 1" SHEET.)



PLAN OF APPROACH SLAB



PLAN OF APPROACH FTG.

▲ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(T17) 1½" EXPANSION FILLER. (1½" THICKNESS INCLUDED IN 20'-0" LENGTH.) (FULL 1'-4" DEPTH OF APPROACH SLAB.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

WEST STRUCT. APPROACH SLAB

SHEET 16

466

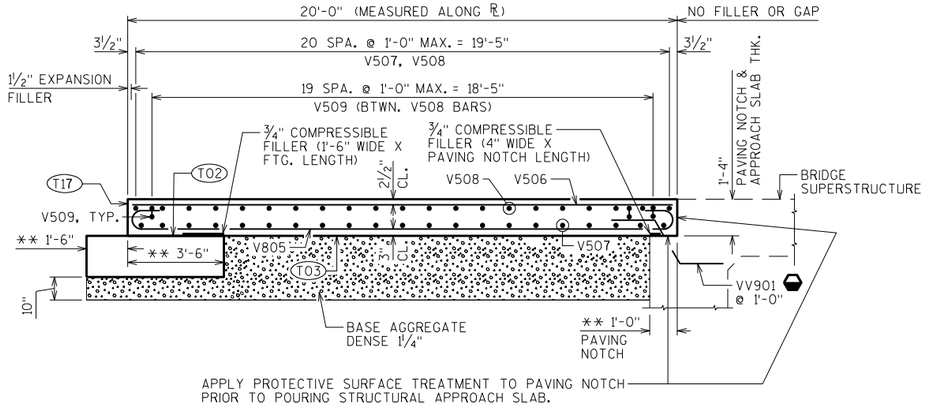
SCALE = 5

8

8

STATE PROJECT NUMBER

1023-02-83

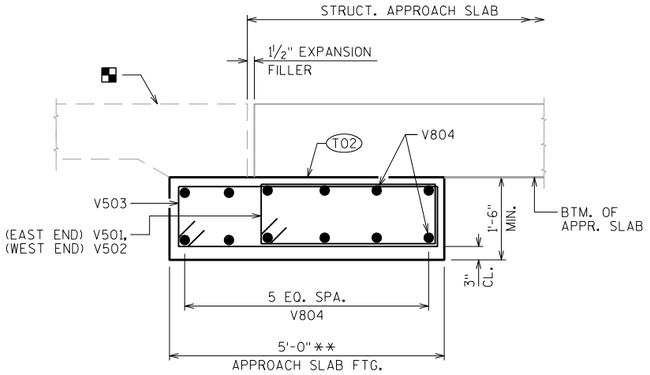


SECTION THRU STRUCTURAL APPROACH SLAB

** MEASURED NORMAL TO ABUTMENT.

SEE "SUPERSTRUCTURE DETAILS" SHEET FOR BAR BEND DETAILS.

CONCRETE PAVEMENT APPROACH SLAB SEE ROADWAY PLANS FOR DETAILS.



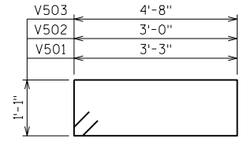
SECTION X-X

(SHOWING FOOTING ONLY)

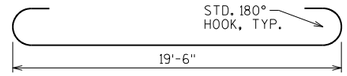
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
V501	X	1	9'-4"	X	FOOTING-STIRRUP-EDGE
V502	X	1	8'-10"	X	FOOTING-STIRRUP-EDGE
V503	X	59	12'-2"	X	FOOTING-STIRRUP
V804	X	24	33'-3"		FOOTING-TRANS.-TOP & BTM.
V805	X	100	21'-4"	X	SLAB-LONGIT.-BTM.
V506	X	62	19'-6"		SLAB-LONGIT.-TOP
V507	X	42	31'-8"		SLAB-TRANS.-BTM.
V508	X	42	31'-10"		SLAB-TRANS.-TOP
V509	X	40	4'-1"	X	SLAB-TRANS.-TOP-EDGE

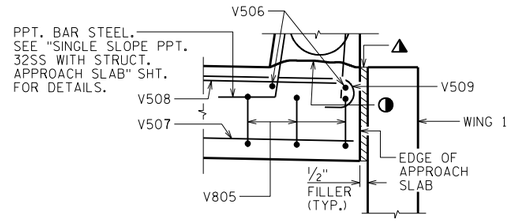


V501, V502, V503



V805

V509



TYP. SECTION @ EDGE OF APPROACH SLAB

(WEST EDGE SHOWN, EAST EDGE SIMILAR)

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

⚠ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

T02 STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

T03 PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.

T17 1½" EXPANSION FILLER. (1½" THICKNESS INCLUDED IN 20'-0" LENGTH.) (FULL 1'-4" DEPTH OF APPROACH SLAB.)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

WEST STRUCT. APPROACH SLAB DETAILS

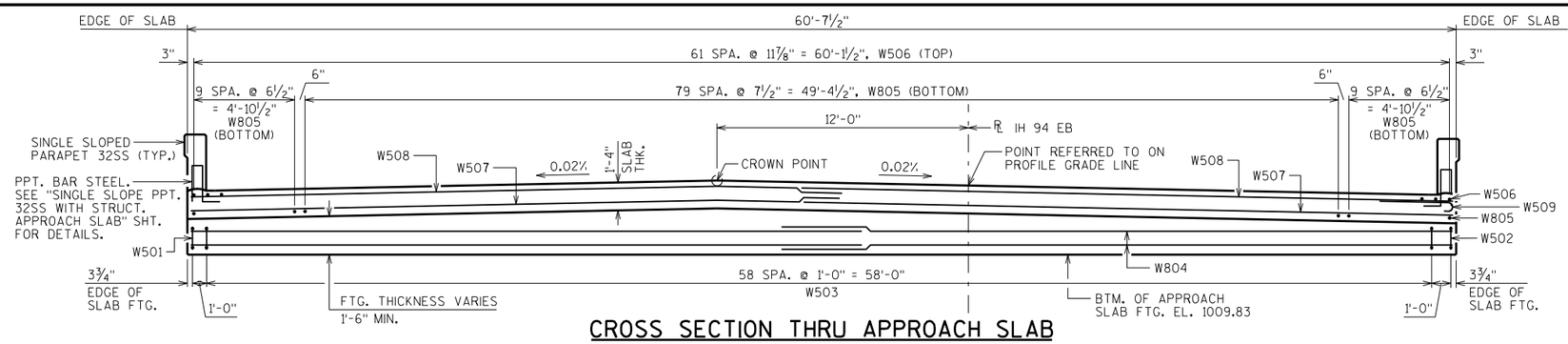
SHEET 17

467

SCALE = 4

STATE PROJECT NUMBER

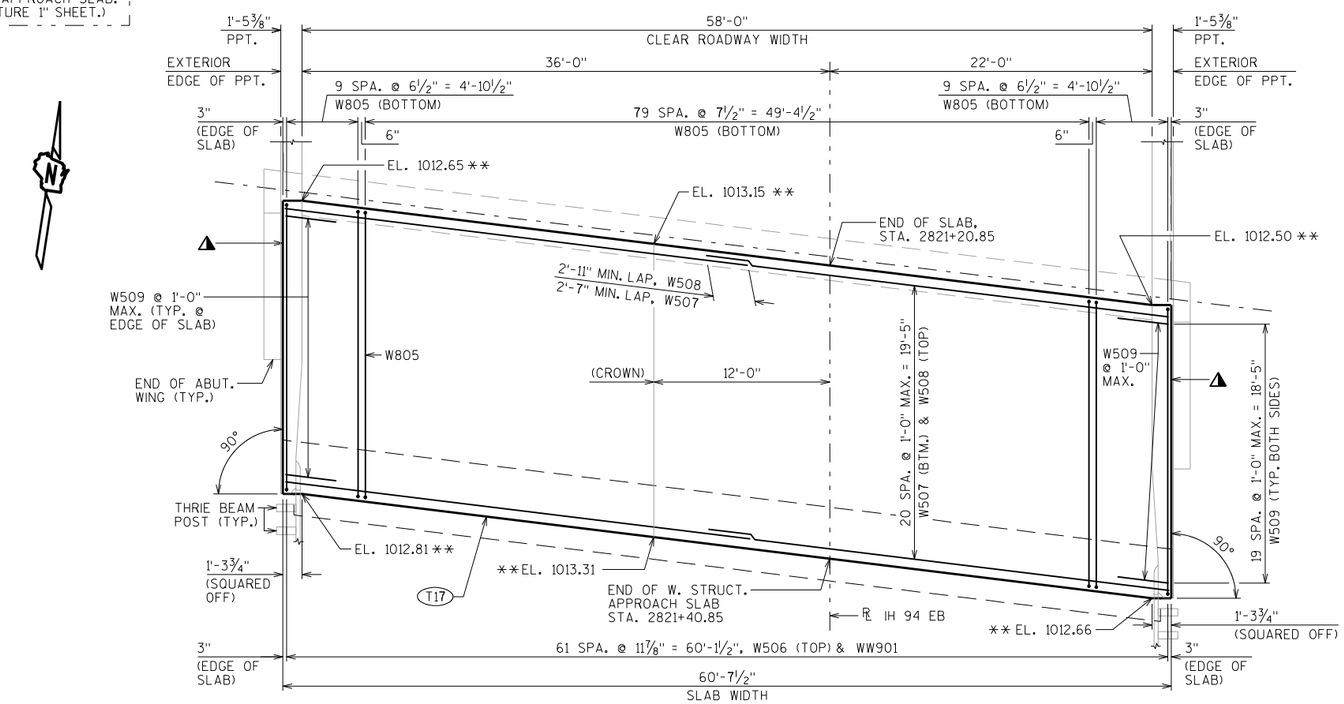
1023-02-83



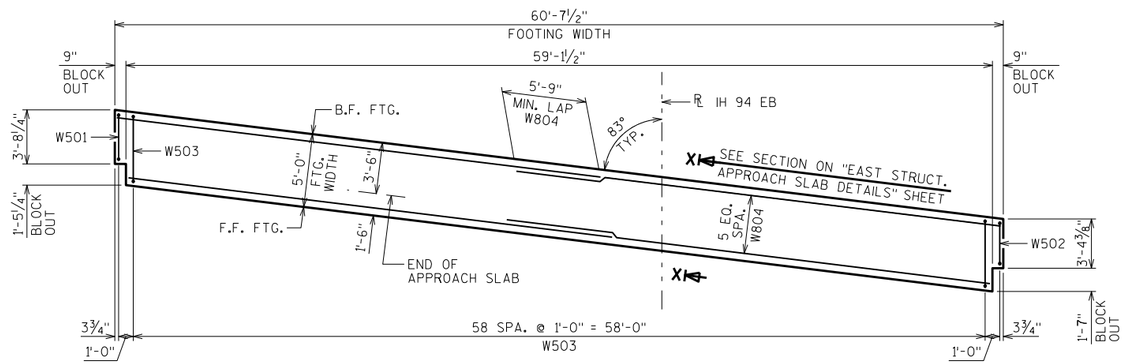
CROSS SECTION THRU APPROACH SLAB

(LOOKING DOWNSTATION)

**TOP OF SLAB ELEVATIONS OF STRUCTURAL APPROACH SLAB. (ELEVATIONS ALSO NOTED ON "SUPERSTRUCTURE 1" SHEET.)



PLAN OF APPROACH SLAB



PLAN OF APPROACH FTG.

▲ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(T17) 1½" EXPANSION FILLER. (1½" THICKNESS INCLUDED IN 20'-0" LENGTH.) (FULL 1'-4" DEPTH OF APPROACH SLAB.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

EAST STRUCT. APPROACH SLAB

SHEET 18

468

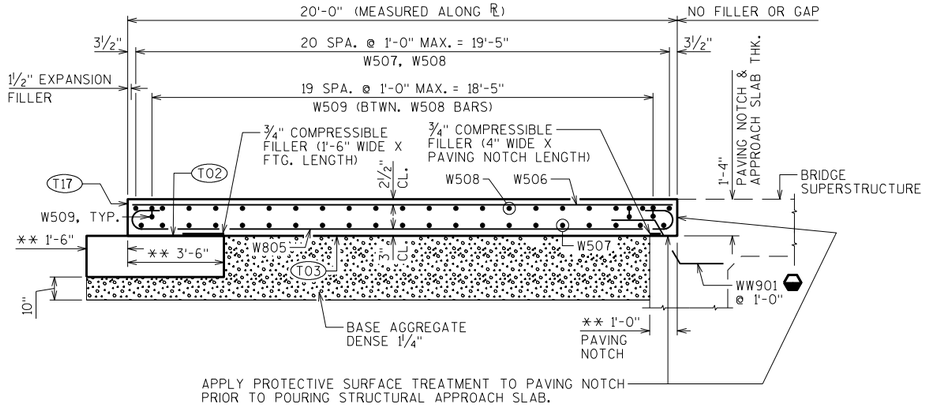
SCALE = 5

8

8

STATE PROJECT NUMBER

1023-02-83

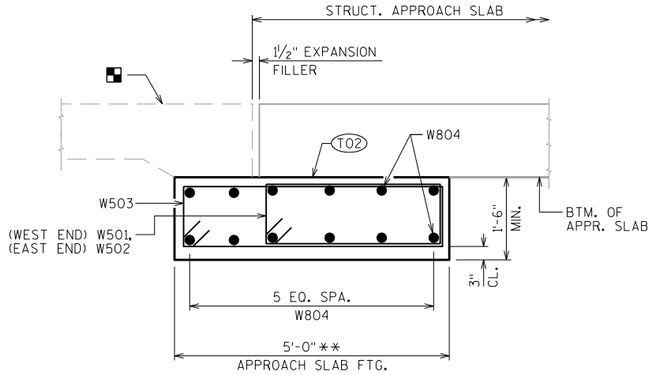


SECTION THRU STRUCTURAL APPROACH SLAB

** MEASURED NORMAL TO ABUTMENT.

SEE "SUPERSTRUCTURE DETAILS" SHEET FOR BAR BEND DETAILS.

CONCRETE PAVEMENT APPROACH SLAB SEE ROADWAY PLANS FOR DETAILS.



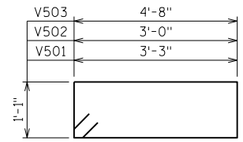
SECTION X-X

(SHOWING FOOTING ONLY)

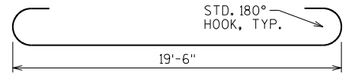
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

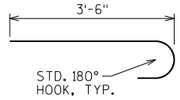
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
W501	X	1	9'-4"	X	FOOTING-STIRRUP-EDGE
W502	X	1	8'-10"	X	FOOTING-STIRRUP-EDGE
W503	X	59	12'-2"	X	FOOTING-STIRRUP
W804	X	24	33'-3"		FOOTING-TRANS.-TOP & BTM.
W805	X	100	21'-4"	X	SLAB-LONGIT.-BTM.
W506	X	62	19'-6"		SLAB-LONGIT.-TOP
W507	X	42	31'-8"		SLAB-TRANS.-BTM.
W508	X	42	31'-10"		SLAB-TRANS.-TOP
W509	X	40	4'-1"	X	SLAB-TRANS.-TOP-EDGE



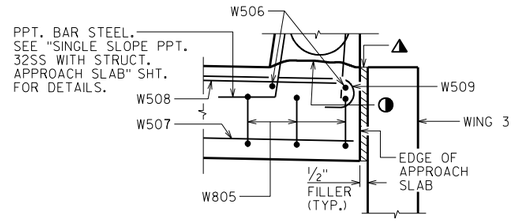
W501, W502, W503



W805



W509



TYP. SECTION @ EDGE OF APPROACH SLAB

(EAST EDGE SHOWN, WEST EDGE SIMILAR)

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

⚠ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

T02 STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

T03 PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE.

T17 1½" EXPANSION FILLER. (1½" THICKNESS INCLUDED IN 20'-0" LENGTH.) (FULL 1'-4" DEPTH OF APPROACH SLAB.)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

EAST STRUCT. APPROACH SLAB DETAILS

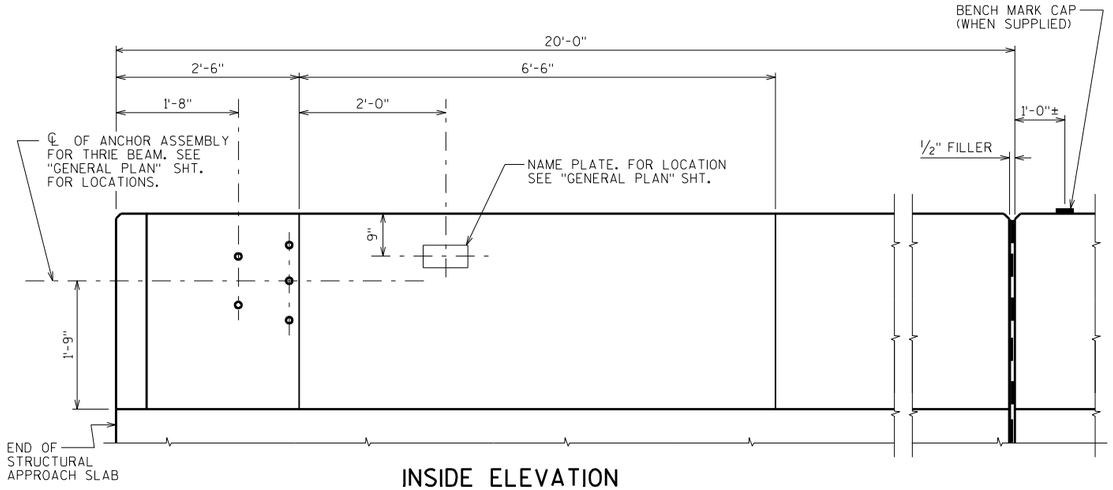
SHEET 19

469

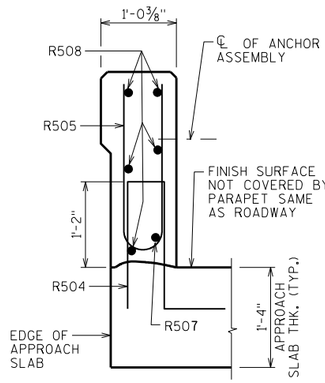
SCALE = 4

STATE PROJECT NUMBER

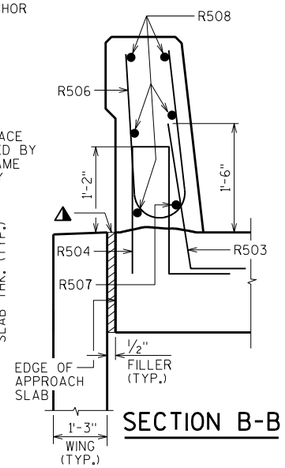
1023-02-83



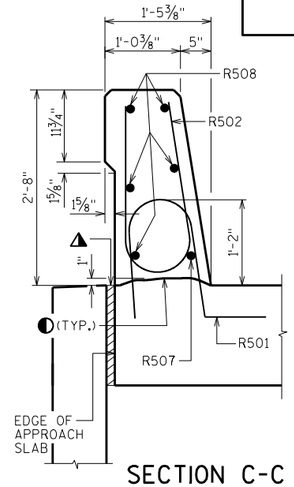
INSIDE ELEVATION



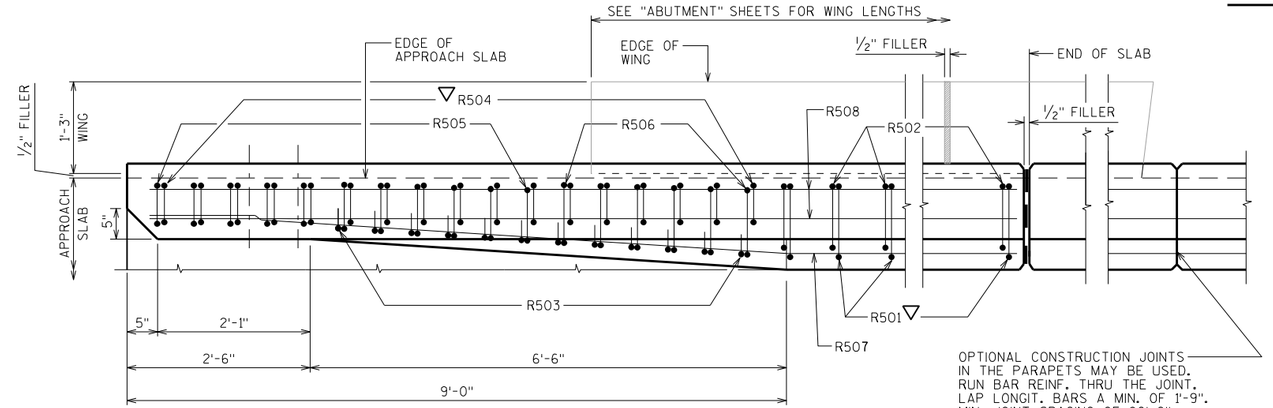
SECTION A-A



SECTION B-B



SECTION C-C



PLAN

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - 'V'-GROOVE.

BILL OF BARS

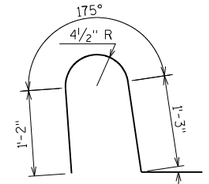
FOR STRUCTURAL APPROACH SLAB PARAPETS

BAR MARK	COAT	WEST	EAST	LENGTH	BENT	LOCATION
R501	X	36	36	4'-5"	X	PARAPET VERT.
R502	X	36	36	5'-0"	X	PARAPET VERT.
R503	X	24	24	2'-9"	X	PARAPET VERT.
R504	X	34	34	4'-4"	X	PARAPET VERT.
R505	X	22	22	4'-9"	X	PARAPET VERT.
R506	X	12	12	4'-10"	X	PARAPET VERT.
R507	X	2	2	19'-6"	X	PARAPET HORIZ.
R508	X	10	10	19'-6"		PARAPET HORIZ.

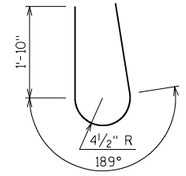
◐ CONST. JOINT - STRIKE OFF AS SHOWN.

▽ R501 AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE SLAB IS POURED.

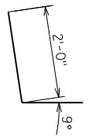
◭ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.



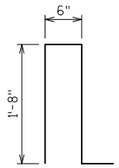
R501



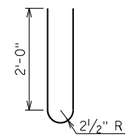
R502



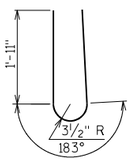
R503



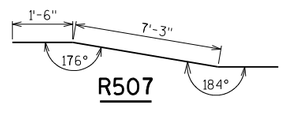
R504



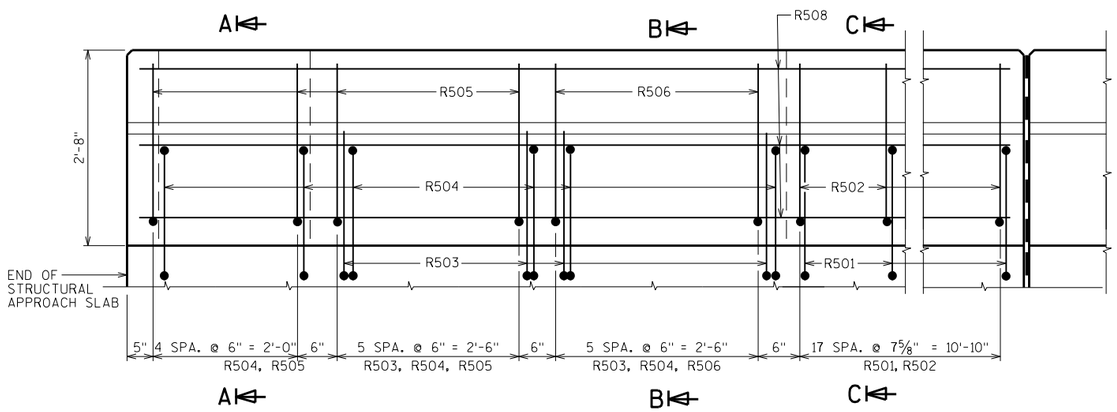
R505



R506

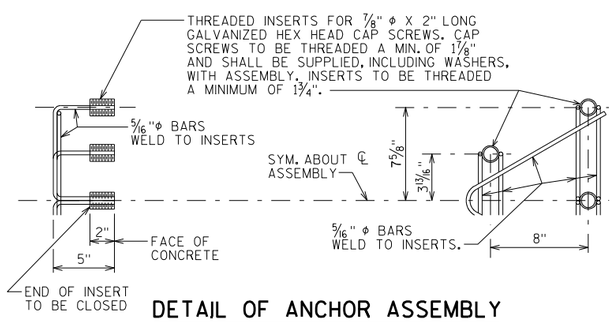


R507



OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

SINGLE SLOPE PPT. 32SS WITH STRUCT. APPROACH SLAB

SHEET 20

470

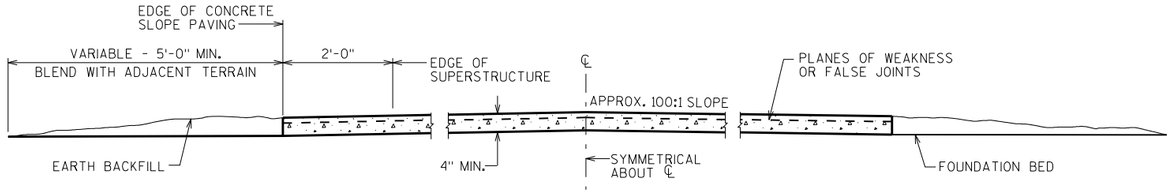
SCALE = 1

8

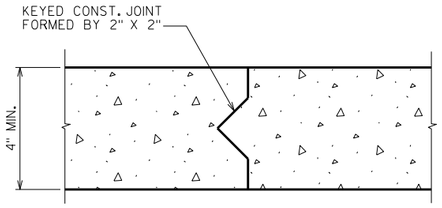
8

STATE PROJECT NUMBER

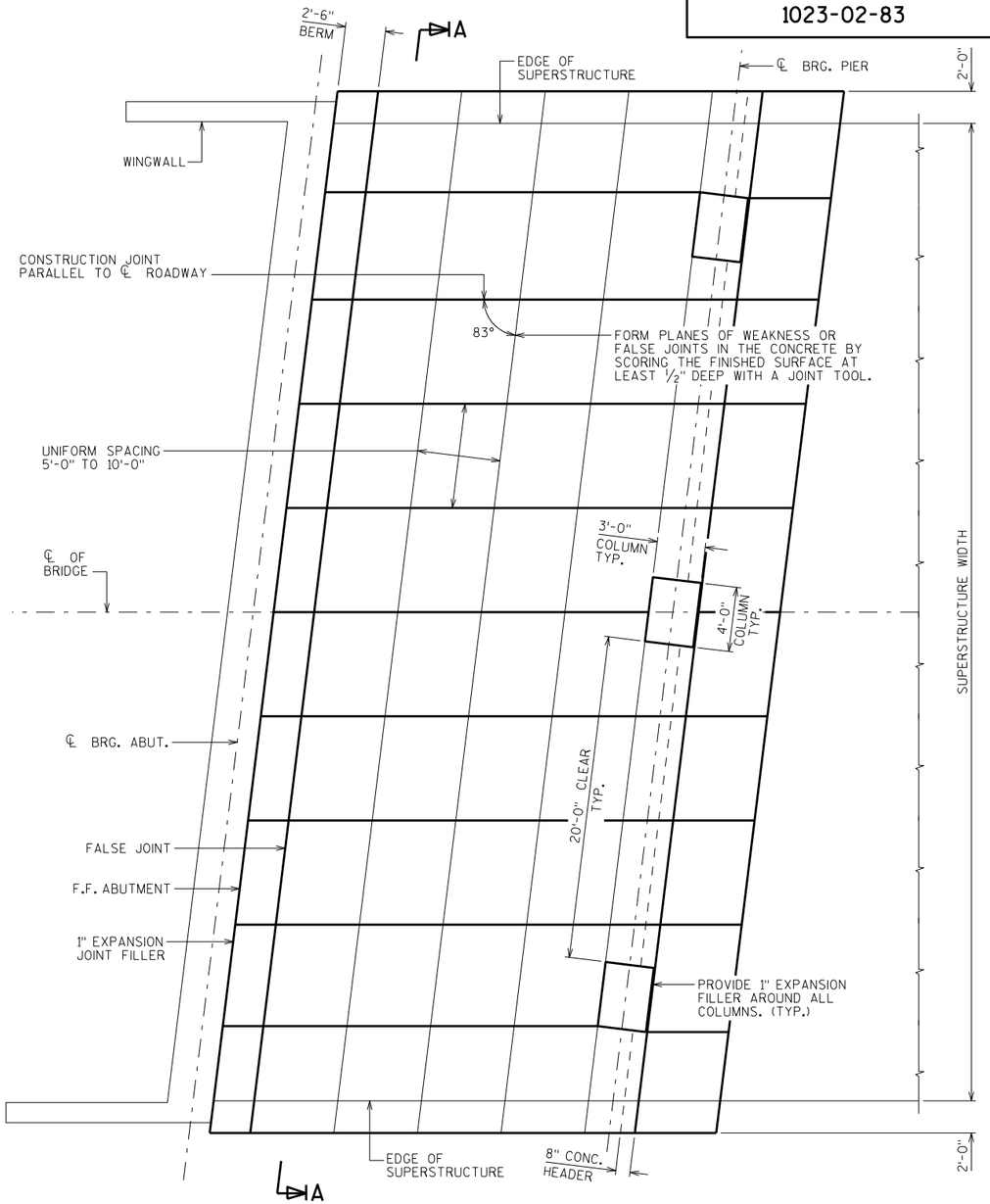
1023-02-83



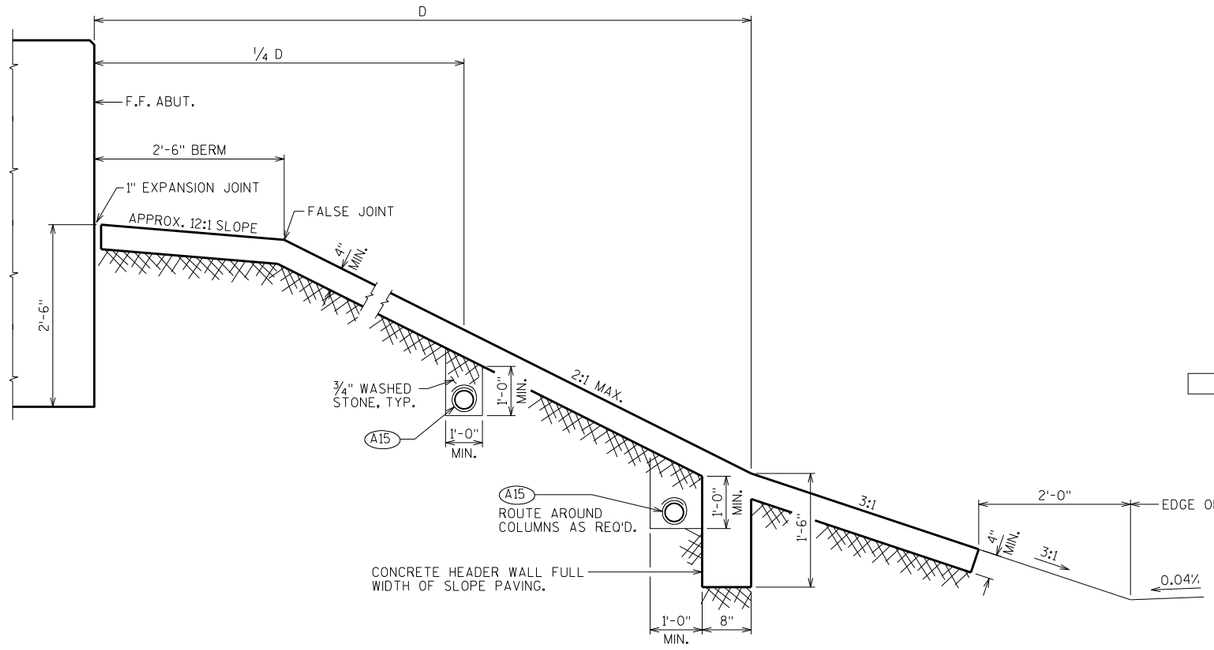
SECTION A-A



CONSTRUCTION JOINT



CONSTRUCTION JOINT PLAN



TYPICAL SECTION

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN HEREON SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED. (SEE "WEST ABUTMENT DETAILS" SHEET FOR RODENT SHIELD DETAILS.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

SLOPE PAVING (CONCRETE CAST-IN-PLACE)

SHEET 21

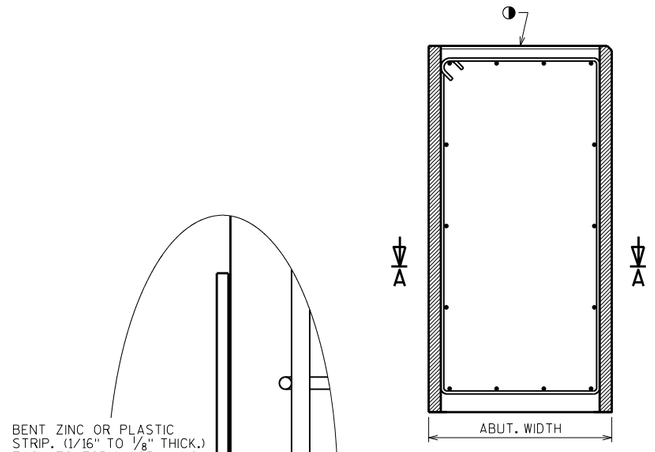
471

SCALE = 1

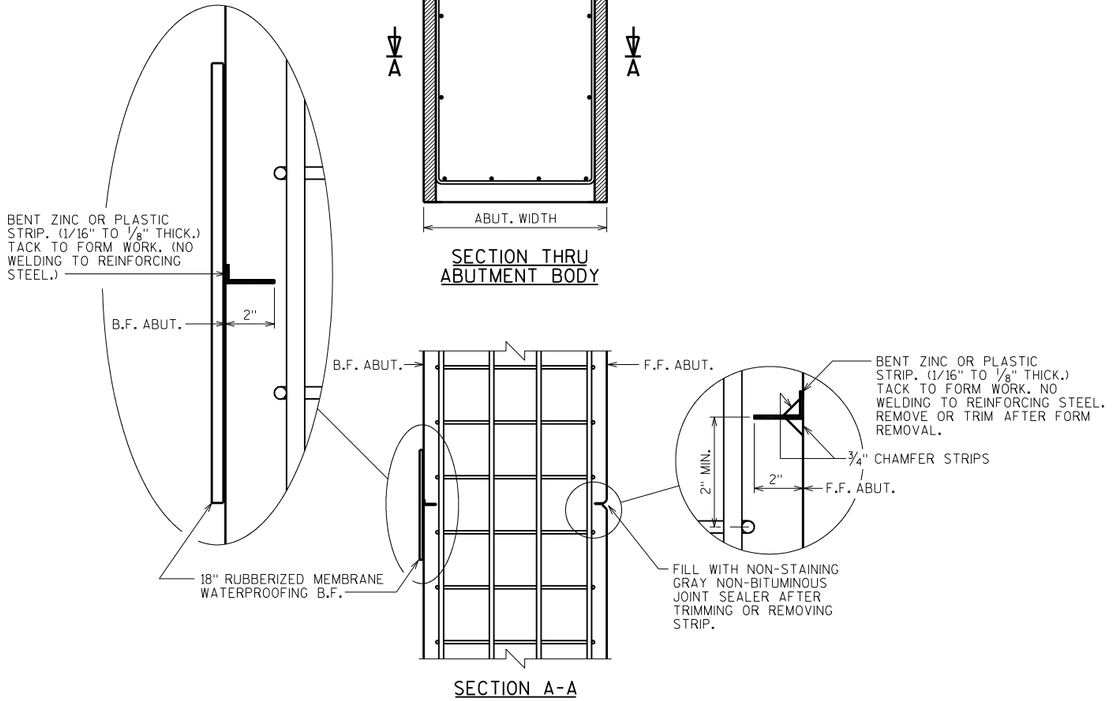
8

8

STATE PROJECT NUMBER
1023-02-83



SECTION THRU ABUTMENT BODY



SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-41-288

DRAWN BY ARC | PLANS CK'D. CAD

ALTERNATE CONSTRUCTION JOINT

SHEET 22

472

8

8

123

SCALE = 1

STA: 2614+00 - STA: 2748+05

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2614+00	0.00	79.61	35.75	16.57	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2615+00	100.00	77.18	35.75	7.25	0.00	0.00	0.00	290	132	44	0	0	0	290	55	0	0	0	0.00	0.00	102.82
2616+00	100.00	83.98	35.75	0.00	0.00	0.00	0.00	298	132	13	0	0	0	589	72	0	0	0	0.00	0.00	252.09
2617+00	100.00	80.88	35.75	0.29	0.00	0.00	0.00	305	132	1	0	0	0	894	73	0	0	0	0.00	0.00	424.30
2618+00	100.00	73.08	35.75	15.96	0.00	0.00	0.00	285	132	30	0	0	0	1,179	110	0	0	0	0.00	0.00	539.38
2619+00	100.00	83.29	35.75	60.70	0.00	0.00	0.00	290	132	142	0	0	0	1,469	288	0	0	0	0.00	0.00	519.10
2620+00	100.00	89.54	35.75	142.95	0.00	0.00	0.00	320	132	377	0	0	0	1,789	759	0	0	0	0.00	0.00	235.34
2620+31	30.90	89.20	35.75	233.33	0.00	0.00	0.00	102	41	215	0	0	0	1,891	1,028	0	0	0	0.00	0.00	27.57
2621+00	69.10	92.41	35.75	167.52	0.00	0.00	0.00	232	91	513	0	0	0	2,124	1,669	0	0	0	0.00	0.00	-472.73
2622+00	100.00	86.73	35.75	18.92	0.00	0.00	0.00	332	132	345	0	0	0	2,455	2,101	0	0	0	0.00	0.00	-704.98
2623+00	100.00	87.43	35.75	11.10	0.00	0.00	0.00	323	132	56	0	0	0	2,778	2,170	0	0	0	0.00	0.00	-584.36
2624+00	100.00	86.24	35.75	5.86	0.00	0.00	0.00	322	132	31	0	0	0	3,099	2,210	0	0	0	0.00	0.00	-434.42
2624+04	4.22	86.00	35.75	7.74	0.00	0.00	0.00	13	6	1	0	0	0	3,113	2,211	0	0	0	0.00	0.00	-427.87
2625+00	95.78	82.47	35.75	8.46	0.00	0.00	0.00	299	127	29	0	0	0	3,412	2,247	0	0	0	0.00	0.00	-291.79
2626+00	100.00	83.08	35.75	5.06	0.00	0.00	0.00	307	132	25	0	0	0	3,718	2,278	0	0	0	0.00	0.00	-148.92
2627+00	100.00	79.87	35.75	12.49	0.00	0.00	0.00	302	132	32	0	0	0	4,020	2,319	0	0	0	0.00	0.00	-20.18
2628+00	100.00	91.48	35.75	1.15	0.00	0.00	0.00	317	132	25	0	0	0	4,337	2,350	0	0	0	0.00	0.00	133.17
2629+00	100.00	95.08	35.75	2.50	0.00	0.00	0.00	345	132	7	0	0	0	4,683	2,359	0	0	0	0.00	0.00	337.80
2630+00	100.00	89.95	35.75	0.72	0.00	0.00	0.00	343	132	6	0	0	0	5,025	2,366	0	0	0	0.00	0.00	540.58
2630+30	30.00	92.55	35.75	0.30	0.00	0.00	0.00	101	40	1	0	0	0	5,127	2,367	0	0	0	0.00	0.00	601.54
2631+00	100.00	97.66	35.75	1.56	0.00	0.00	0.00	346	132	3	0	0	0	5,371	2,370	0	0	0	0.00	0.00	750.07
2631+50	50.00	94.47	35.75	10.58	0.00	0.00	0.00	176	66	8	0	0	0	5,303	2,377	0	0	0	0.00	0.00	849.99
2631+75	25.00	92.09	35.75	13.82	0.00	0.00	0.00	88	33	8	0	0	0	5,459	2,380	0	0	0	0.00	0.00	894.59
2632+00	100.00	87.54	35.75	13.05	0.00	0.00	0.00	344	132	36	0	0	0	5,716	2,415	0	0	0	0.00	0.00	916.72
2632+46	45.92	85.86	35.75	13.05	0.00	0.00	0.00	147	61	22	0	0	0	5,863	2,443	0	0	0	0.00	0.00	975.63
2633+00	54.08	94.05	35.75	33.99	0.00	0.00	0.00	180	72	47	0	0	0	6,043	2,502	0	0	0	0.00	0.00	1,025.30
2634+00	100.00	95.85	35.75	0.00	0.00	0.00	0.00	352	132	63	0	0	0	6,395	2,581	0	0	0	0.00	0.00	1,165.88
2635+00	100.00	81.09	35.75	0.95	0.00	0.00	0.00	328	132	2	0	0	0	6,722	2,583	0	0	0	0.00	0.00	1,358.94
2636+00	100.00	68.93	35.75	1.42	0.00	0.00	0.00	278	132	4	0	0	0	7,000	2,588	0	0	0	0.00	0.00	1,498.85
2637+00	100.00	77.24	35.75	0.15	0.00	0.00	0.00	271	132	3	0	0	0	7,271	2,592	0	0	0	0.00	0.00	1,633.50
2637+53	53.00	81.76	35.75	0.04	0.00	0.00	0.00	156	70	0	0	0	0	7,427	2,592	0	0	0	0.00	0.00	1,719.15
2638+00	100.00	86.04	35.75	2.16	0.00	0.00	0.00	303	132	3	0	0	0	7,573	2,596	0	0	0	0.00	0.00	1,799.99
2639+00	100.00	84.47	35.75	4.63	0.00	0.00	0.00	316	132	13	0	0	0	7,889	2,611	0	0	0	0.00	0.00	1,967.61
2639+07	7.06	84.21	35.75	7.90	0.00	0.00	0.00	22	9	2	0	0	0	7,911	2,614	0	0	0	0.00	0.00	1,978.27
2640+00	92.94	86.70	35.75	0.15	0.00	0.00	0.00	294	123	14	0	0	0	8,205	2,631	0	0	0	0.00	0.00	2,132.05
2641+00	100.00	89.32	35.75	0.00	0.00	0.00	0.00	326	132	0	0	0	0	8,531	2,631	0	0	0	0.00	0.00	2,325.25
2642+00	100.00	87.79	35.75	0.00	0.00	0.00	0.00	328	132	0	0	0	0	8,859	2,631	0	0	0	0.00	0.00	2,520.82
2643+00	100.00	80.13	35.75	0.46	0.00	0.00	0.00	311	132	1	0	0	0	9,170	2,632	0	0	0	0.00	0.00	2,698.29
2644+00	100.00	72.55	35.75	4.55	0.00	0.00	0.00	283	132	9	0	0	0	9,453	2,644	0	0	0	0.00	0.00	2,837.03
2645+00	100.00	73.87	35.75	10.95	0.00	0.00	0.00	271	132	29	0	0	0	9,724	2,680	0	0	0	0.00	0.00	2,939.90
2645+05	4.65	74.44	35.75	11.53	0.00	0.00	0.00	13	6	2	0	0	0	9,737	2,682	0	0	0	0.00	0.00	2,944.09
2646+00	95.35	84.29	35.75	0.00	0.00	0.00	0.00	280	126	20	0	0	0	10,017	2,708	0	0	0	0.00	0.00	3,072.67
2647+00	100.00	85.47	35.75	0.00	0.00	0.00	0.00	314	132	0	0	0	0	10,332	2,708	0	0	0	0.00	0.00	3,254.63
2648+00	100.00	88.67	35.75	0.00	0.00	0.00	0.00	322	132	0	0	0	0	10,654	2,708	0	0	0	0.00	0.00	3,444.70
2649+00	100.00	89.76	35.75	0.00	0.00	0.00	0.00	330	132	0	0	0	0	10,985	2,708	0	0	0	0.00	0.00	3,642.72
2650+00	100.00	86.21	35.75	0.34	0.00	0.00	0.00	326	132	1	0	0	0	11,310	2,708	0	0	0	0.00	0.00	3,835.40
2651+00	100.00	82.40	35.75	0.50	0.00	0.00	0.00	312	132	2	0	0	0	11,623	2,710	0	0	0	0.00	0.00	4,013.30
2652+00	100.00	77.47	35.75	0.74	0.00	0.00	0.00	296	132	2	0	0	0	11,919	2,713	0	0	0	0.00	0.00	4,174.07
2653+00	100.00	73.96	35.75	0.71	0.00	0.00	0.00	280	132	3	0	0	0	12,199	2,717	0	0	0	0.00	0.00	4,318.73
2653+14	14.00	73.68	35.75	0.79	0.00	0.00	0.00	38	19	0	0	0	0	12,237	2,717	0	0	0	0.00	0.00	4,337.98
2653+43	29.22	75.24	35.75	2.07	0.00	0.00	0.00	81	39	2	0	0	0	12,318	2,719	0	0	0	0.00	0.00	4,377.94
2654+00	56.78	72.35	35.75	5.35	0.00	0.00	0.00	155	75	8	0	0	0	12,473	2,729	0	0	0	0.00	0.00	4,448.20
2654+34	34.00	88.24	35.75	1.40	0.00	0.00	0.00	101	45	4	0	0	0	12,574	2,734	0	0	0	0.00	0.00	4,498.98
2654+59	25.00	95.58	35.75	0.36	0.00	0.00	0.00	85	33	1	0	0	0	12,659	2,735	0	0	0	0.00	0.00	4,549.96
2654+84	25.00	98.06	35.75	0.22	0.00	0.00	0.00	90	33	0	0	0	0	12,749	2,735	0	0	0	0.00	0.00	4,606.18
2654+93	9.21	98.75	35.75	0.05	0.00	0.00	0.00	34	12	0	0	0	0	12,783	2,735	0	0	0	0.00	0.00	4,627.50
2655+00	6.79	99.09	35.75	0.00	0.00	0.00	0.00	25	9	0	0	0	0	12,808	2,735	0	0	0	0.00	0.00	4,643.37
2655+53	53.22	104.93	35.75	0.00	0.00	0.00	0.00	201	70	0	0	0	0	13,009	2,735	0	0	0	0.00	0.00	4,773.96
2656+00	46.78	105.26	35.75	0.00	0.00	0.00	0.00	182	62	0	0	0	0	13,191	2,735	0	0	0	0.00	0.00	4,894.11
2656+50	49.76	107.78	35.75	0.00	0.00	0.00	0.00	196	66	0	0	0	0	13,387	2,735	0	0	0	0.00	0.00	5,024.56
2657+00	50.24	101.34	35.75	0.00	0.00	0.00	0.00	195	67	0	0	0	0	13,582	2,735	0	0	0	0.00	0.00	5,152.58
2657+19	18.63	104.18	35.75	0.00	0.00	0.00	0.00	71	25	0	0	0	0	13,652	2,735	0	0	0	0.00	0.00	5,198.81
2657+40	21.39	113.27	35.75	0.00	0.00	0.00	0.00	86	28	0	0	0	0	13,739	2,735	0	0	0	0.00	0.00	5,256.64
2657+79	38.61	106.40	35.75	0.00	0.00	0.00	0.00	157	51	0	0	0	0	13,896	2,735	0	0	0	0.00	0.00	5,362.56
2658+00	21.37	105.97	35.75	0.03	0.00	0.00	0.00	84	28	0	0	0	0	13,980	2,735	0	0	0	0.00	0.00	5,418.31
2658+30	30.28	97.64	35.75	2.00	0.00	0.00	0.00	114	40	1	0	0	0	14,094	2,737	0	0	0	0.00	0.00	5,490.96
2658+57	27.08	83.61	35.75	6.55	0.00	0.00	0.00	91	36	4	0	0	0	14,185	2,742	0	0	0	0.00	0.00	5,540.64
2659+00	42.64	75.23	35.75	14.50	0.00	0.00	0.00	125	56	17	0	0	0	14,310	2,763	0	0	0	0.00	0.00	5,588.84
2659+16	16.02	75.29	35.75	13.43	0.00	0.00	0.00	45	21	8	0	0	0	14,355	2,773	0	0	0	0.00	0.00	5,601.93
2659+29	12.70	76.94	35.75	13.38	0.00	0.00	0.00	36	17	6	0	0	0	14,391	2,781	0	0	0	0.00	0.00	5,613.03
2660+00	71.28	75.48	35.75	15.79	0.00	0.00	0.00	201	94	39	0	0	0	14,592	2,829	0	0	0	0.00	0.00	5,671.72
2661+00	100.00	76.75	35.75	23.14	0.00	0.00	0.00	282	132	72	0	0	0	14,874	2,920	0	0	0	0.00	0.00	5,731.11
2661+05	5.29	77.59	35.75	27.77	0.00	0.00	0.00	15	7	5	0	0	0	14,889	2,926	0	0	0	0.00	0.00	5,732.99
2662+00	94.71	75.39	35.75	15.67	0.00	0.00	0.00	268	125	76	0	0	0	15,157	3,021	0	0	0	0.00	0.00	5,780.67
2663+00	100.00	76.26	35.75	43.46	0.00	0.00	0.00	281	132	109	0	0	0	15,438	3,158	0	0	0	0.00	0.00	5,792.23
2663+39	38.88	76.28	35.75	96.72	0.00	0.00	0.00	110	51	101	0	0	0	15,548	3,284	0	0	0	0.00	0.00	5,774.42
2664+00	61.12	83.78	35.75	57.90	0.00	0.00	0.00	181	81	175	0	0	0	15,729	3,503	0	0	0	0.00	0.00	5,605.90
2665+00	100.00	94.60	35.75	53.67	0.00	0.00	0.00	330	132	207	0	0	0	16,059	3,761	0	0	0	0.00	0.00	5,545.57
2666+00	100.00	94.23	35.75	82.40	0.00	0.00	0.00	350	132	252	0	0	0	16,409	4,076	0	0	0	0.00	0.00	5,447.88
2667+00	100.00	91.60	35.75	103.37	0.00	0.00	0.00	344	132	344	0	0	0	16,753	4,506	0	0	0	0.00	0.00	5,229.59
2667+52	51.60	94.89	35.75	0.77	0.00	0.00	0.00	178	68	100	0	0	0	16,931	4,630	0	0	0	0.00	0.00	5,215.07
2668+00	48.40	99.60	35.75	0.02	0.00	0.00	0.00	174	64	1	0	0	0	17,106	4,631	0	0	0	0.00	0.00	5,324.44
2669+00	100.00	103.90	35.75	0.00	0.00	0.00	0.00	377	132	0	0	0	0	17,483	4,631	0	0	0	0.00	0.00	5,568.84
2670+00	100.00	122.64	35.75	0.00	0.00	0.00	0.00	420	132	0	0	0	0	17,902	4,631	0	0	0	0.00	0.00	5,855.95
2671+00	100.00	125.81	35.75	0.00	0.00	0.00	0.00	460	132	0	0	0	0	18,362	4,631	0	0	0	0.00	0.00	6,183.64
2672+00	100.00	150.34	35.75	0.00	0.00	0.00	0.00	511	132	0	0	0	0	18,874	4,631	0	0	0	0.00	0.00	6,562.64
2673+00	100.00	197.15	35.75	0.00	0.00	0.00	0.00	644	132	0	0	0	0	19,517	4,631	0	0	0	0.00	0.00	7,073.74
2674+00	100.00	263.32	35.75	0.00	0.00	0.00	0.00	853	132	0	0	0	0	20,370	4,631	0	0	0	0.00	0.00	7,794.06
2675+00	100.00	268.56	35.75	0.00	0.00	0.00	0.00	985	132	0	0	0	0	21,355	4,631	0	0	0	0.00	0.00	8,646.61
2676+00	100.00	265.82	35.75	0.00	0.00	0.00	0.00	990	132	0	0	0	0	22,344	4,631	0	0	0	0.00	0.00	9,503.81
2677+00	100.00	257.53	35.75	0.00	0.00	0.00	0.00	969	132	0	0	0	0	23,314	4,631	0	0	0	0.00	0.00	10,340.58
2677+79	79.50	252.89	35.75	0.00	0.00	0.00	0.00	751	105	0	0	0	0	24,065	4,631	0	0	0	0.00	0.00	10,986.76
2678+00	20.50	251.12	35.75	0.00	0.00	0.00	0.00	191	27	0	0	0	0	24,256	4,631	0	0	0	0.00	0.00	11,150.96
2678+38	38.16	276.67	35.75	0.00	0.00	0.00	0.00	373	51	0	0	0	0	24,629	4,631	0	0	0	0.00	0.00	11,473.40
2678+65	27.08	336.34	35.75	0.02	0.00	0.00	0.00	307	36	0	0	0	0	24,937	4,631	0	0	0	0.00	0.00	11,744.97
2679+00	34.76	417.92	35.75	0.00	0.00	0.00	0.00	485	46	0	0	0	0	25,422	4,631	0	0	0	0.00	0.00	12,184.41

STA: 2614+00 - STA: 2748+05 (Cont.)

STATION	Distance	AREA (SF) Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)											
		Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2679+55	55.50	472.10	35.75	0.00	0.00	0.00	0.00	915	73	0	0	0	0	26,337	4,631	0	0	0	0.00	0.00	13,025.66
2680+00	44.50	473.66	35.75	0.00	0.00	0.00	0.00	779	59	0	0	0	0	27,116	4,631	0	0	0	0.00	0.00	13,746.13
2681+00	100.00	437.29	35.75	0.00	0.00	0.00	0.00	1,620	132	0	0	0	0	28,736	4,631	0	0	0	0.00	0.00	15,233.33
2682+00	100.00	340.96	35.75	0.00	0.00	0.00	0.00	1,441	132	0	0	0	0	30,177	4,631	0	0	0	0.00	0.00	16,542.13
2683+00	100.00	262.70	35.75	0.00	0.00	0.00	0.00	1,118	132	0	0	0	0	31,295	4,631	0	0	0	0.00	0.00	17,527.61
2684+00	100.00	241.69	35.75	0.00	0.00	0.00	0.00	934	132	0	0	0	0	32,229	4,631	0	0	0	0.00	0.00	18,329.27
2685+00	100.00	99.22	35.75	0.06	0.00	0.00	0.00	631	132	0	0	0	0	32,860	4,632	0	0	0	0.00	0.00	18,828.05
2686+00	100.00	80.23	35.75	0.00	0.00	0.00	0.00	332	132	0	0	0	0	33,193	4,632	0	0	0	0.00	0.00	19,027.82
2687+00	100.00	65.68	35.75	9.23	0.00	0.00	0.00	270	132	17	0	0	0	33,463	4,653	0	0	0	0.00	0.00	19,144.23
2687+02	2.12	65.25	35.75	9.82	0.00	0.00	0.00	5	3	1	0	0	0	33,468	4,654	0	0	0	0.00	0.00	19,145.63
2688+00	97.88	73.26	35.75	63.41	0.00	0.00	0.00	251	130	133	0	0	0	33,719	4,820	0	0	0	0.00	0.00	19,101.18
2689+00	100.00	78.45	35.75	95.27	0.00	0.00	0.00	281	132	294	0	0	0	34,000	5,187	0	0	0	0.00	0.00	18,882.40
2689+24	23.98	78.05	35.75	95.57	0.00	0.00	0.00	69	32	85	0	0	0	34,070	5,293	0	0	0	0.00	0.00	18,814.21
2690+00	76.02	81.60	35.75	82.54	0.00	0.00	0.00	225	101	251	0	0	0	34,294	5,607	0	0	0	0.00	0.00	18,624.88
2690+14	13.98	83.29	35.75	86.80	0.00	0.00	0.00	43	19	44	0	0	0	34,337	5,661	0	0	0	0.00	0.00	18,594.26
2690+44	30.43	84.57	35.75	176.13	0.00	0.00	0.00	95	40	148	0	0	0	34,432	5,847	0	0	0	0.00	0.00	18,463.38
2690+74	29.58	83.21	35.75	119.25	0.00	0.00	0.00	92	39	162	0	0	0	34,524	6,049	0	0	0	0.00	0.00	18,313.89
2691+00	26.02	82.94	35.75	106.53	0.00	0.00	0.00	80	34	109	0	0	0	34,604	6,185	0	0	0	0.00	0.00	18,223.52
2691+04	3.90	82.81	35.75	105.18	0.00	0.00	0.00	12	5	15	0	0	0	34,616	6,204	0	0	0	0.00	0.00	18,211.21
2692+00	96.10	70.21	35.75	114.58	0.00	0.00	0.00	272	127	391	0	0	0	34,888	6,693	0	0	0	0.00	0.00	17,867.44
2693+00	100.00	65.16	35.75	75.44	0.00	0.00	0.00	251	132	352	0	0	0	35,139	7,133	0	0	0	0.00	0.00	17,545.86
2694+00	100.00	68.75	35.75	17.85	0.00	0.00	0.00	248	132	173	0	0	0	35,387	7,349	0	0	0	0.00	0.00	17,445.49
2695+00	100.00	71.31	35.75	10.18	0.00	0.00	0.00	259	132	52	0	0	0	35,646	7,413	0	0	0	0.00	0.00	17,507.57
2695+08	8.38	71.81	35.75	10.31	0.00	0.00	0.00	22	11	3	0	0	0	35,668	7,417	0	0	0	0.00	0.00	17,514.71
2695+10	1.43	71.92	35.75	10.39	0.00	0.00	0.00	4	2	1	0	0	0	35,672	7,418	0	0	0	0.00	0.00	17,515.94
2695+25	15.49	72.69	35.75	13.34	0.00	0.00	0.00	41	21	7	0	0	0	35,714	7,427	0	0	0	0.00	0.00	17,528.40
2696+00	74.70	78.36	35.75	24.03	0.00	0.00	0.00	209	99	52	0	0	0	35,922	7,491	0	0	0	0.00	0.00	17,573.82
2696+25	25.00	87.64	35.75	20.28	0.00	0.00	0.00	77	33	21	0	0	0	35,999	7,517	0	0	0	0.00	0.00	17,591.93
2696+34	9.50	91.18	35.75	16.51	0.00	0.00	0.00	31	13	6	0	0	0	36,031	7,525	0	0	0	0.00	0.00	17,602.72
2696+50	15.58	99.95	35.75	6.76	0.00	0.00	0.00	55	21	7	0	0	0	36,086	7,533	0	0	0	0.00	0.00	17,628.84
2696+59	9.42	106.72	35.75	1.80	0.00	0.00	0.00	36	12	1	0	0	0	36,122	7,535	0	0	0	0.00	0.00	17,650.55
2696+75	15.50	121.69	35.75	0.00	0.00	0.00	0.00	66	21	1	0	0	0	36,188	7,536	0	0	0	0.00	0.00	17,694.94
2696+84	9.48	130.10	35.75	0.00	0.00	0.00	0.00	44	13	0	0	0	0	36,232	7,536	0	0	0	0.00	0.00	17,726.59
2697+00	15.52	137.76	35.75	0.00	0.00	0.00	0.00	77	21	0	0	0	0	36,309	7,536	0	0	0	0.00	0.00	17,783.13
2698+00	100.00	154.71	35.75	0.00	0.00	0.00	0.00	542	132	0	0	0	0	36,850	7,536	0	0	0	0.00	0.00	18,192.23
2699+00	100.00	166.23	35.75	0.00	0.00	0.00	0.00	594	132	0	0	0	0	37,445	7,536	0	0	0	0.00	0.00	18,654.15
2700+00	100.00	256.56	35.75	0.00	0.00	0.00	0.00	783	132	0	0	0	0	38,228	7,536	0	0	0	0.00	0.00	19,304.70
2701+00	100.00	215.60	35.75	0.00	0.00	0.00	0.00	874	132	0	0	0	0	39,102	7,536	0	0	0	0.00	0.00	20,046.67
2702+00	100.00	178.00	35.75	0.00	0.00	0.00	0.00	729	132	0	0	0	0	39,831	7,536	0	0	0	0.00	0.00	20,643.15
2703+00	100.00	158.22	35.75	0.00	0.00	0.00	0.00	623	132	0	0	0	0	40,453	7,536	0	0	0	0.00	0.00	21,133.37
2704+00	100.00	141.24	35.75	0.00	0.00	0.00	0.00	555	132	0	0	0	0	41,008	7,536	0	0	0	0.00	0.00	21,555.53
2705+00	100.00	121.91	35.75	0.00	0.00	0.00	0.00	487	132	0	0	0	0	41,495	7,536	0	0	0	0.00	0.00	21,910.44
2706+00	100.00	97.83	35.75	0.43	0.00	0.00	0.00	407	132	1	0	0	0	41,902	7,537	0	0	0	0.00	0.00	22,183.97
2707+00	100.00	123.73	35.75	0.21	0.00	0.00	0.00	410	132	1	0	0	0	42,313	7,538	0	0	0	0.00	0.00	22,460.39
2708+00	100.00	108.84	35.75	3.01	0.00	0.00	0.00	431	132	6	0	0	0	42,743	7,546	0	0	0	0.00	0.00	22,751.20
2709+00	100.00	69.06	35.75	3.75	0.00	18.66	0.00	329	132	13	0	35	0	43,073	7,514	0	38	0	0.00	0.00	22,980.11
2710+00	100.00	61.16	35.75	1.86	0.00	18.27	0.00	241	132	10	0	68	0	43,314	7,433	0	113	0	0.00	0.00	23,169.92
2711+00	100.00	71.65	35.75	3.66	0.00	26.01	0.00	246	132	10	0	82	0	43,560	7,333	0	203	0	0.00	0.00	23,383.44
2712+00	100.00	73.53	35.75	5.20	0.00	33.42	0.00	269	132	16	0	110	0	43,829	7,202	0	325	0	0.00	0.00	23,650.71
2713+00	100.00	48.54	35.75	7.80	0.00	1.75	0.00	226	132	24	0	65	0	44,055	7,143	0	396	0	0.00	0.00	23,803.82
2714+00	100.00	45.65	35.75	6.15	0.00	0.00	0.00	174	132	26	0	3	0	44,229	7,170	0	400	0	0.00	0.00	23,818.01
2715+00	100.00	47.82	35.75	5.93	0.00	0.00	0.00	173	132	22	0	0	0	44,402	7,198	0	400	0	0.00	0.00	23,830.74
2716+00	100.00	51.42	35.75	7.66	0.00	0.00	0.00	184	132	25	0	0	0	44,586	7,230	0	400	0	0.00	0.00	23,850.64
2717+00	100.00	52.60	35.75	19.73	0.00	0.00	0.00	193	132	51	0	0	0	44,779	7,293	0	400	0	0.00	0.00	23,847.47
2718+00	100.00	55.18	35.75	27.45	0.00	0.00	0.00	200	132	87	0	0	0	44,978	7,402	0	400	0	0.00	0.00	23,805.44
2718+02	2.49	55.18	35.75	27.28	0.00	0.00	0.00	5	3	3	0	0	0	44,983	7,406	0	400	0	0.00	0.00	23,804.08
2719+00	97.51	60.37	35.75	20.37	0.00	0.00	0.00	209	129	86	0	0	0	45,192	7,513	0	400	0	0.00	0.00	23,776.07
2720+00	100.00	60.30	35.75	18.87	0.00	0.00	0.00	223	132	73	0	0	0	45,415	7,604	0	400	0	0.00	0.00	23,776.31
2721+00	100.00	59.65	35.75	15.63	0.00	0.00	0.00	222	132	64	0	0	0	45,638	7,684	0	400	0	0.00	0.00	23,786.19
2722+00	100.00	58.69	35.75	17.06	0.00	0.00	0.00	219	132	61	0	0	0	45,857	7,759	0	400	0	0.00	0.00	23,797.27
2723+00	100.00	54.69	35.75	22.26	0.00	0.00	0.00	210	132	73	0	0	0	46,067	7,851	0	400	0	0.00	0.00	23,783.79
2724+00	100.00	52.68	35.75	23.90	0.00	0.00	0.00	199	132	85	0	0	0	46,266	7,957	0	400	0	0.00	0.00	23,743.38
2725+00	100.00	70.10	35.75	12.22	0.00	0.00	0.00	227	132	67	0	0	0	46,493	8,041	0	400	0	0.00	0.00	23,754.75
2725+08	7.97	70.96	35.75	11.76	0.00	0.00	0.00	21	11	4	0	0	0	46,514	8,045	0	400	0	0.00	0.00	23,760.59
2725+38	30.00	67.05	35.75	15.83	0.00	0.00	0.00	77	40	15	0	0	0	46,590	8,065	0	400	0	0.00	0.00	23,778.38
2725+68	30.00	67.50	35.75	20.23	0.00	0.00	0.00	75	40	20	0	0	0	46,665	8,090	0	400	0	0.00	0.00	23,788.36
2726+00	32.03	71.44	35.75	19.22	0.00	0.00	0.00	82	42	23	0	0	0	46,748	8,119	0	400	0	0.00	0.00	23,799.10
2727+00	100.00	77.18	35.75	17.92	0.00	0.00	0.00	275	132	69	0	0	0	47,023	8,205	0	400	0	0.00	0.00	23,855.94
2728+00	100.00	78.84	35.75	16.61	0.00	0.00	0.00	289	132	64	0	0	0	47,312	8,285	0	400	0	0.00	0.00	23,932.52
2729+00	100.00	77.76	35.75	10.92	0.00	0.00	0.00	290	132	51	0	0	0	47,602	8,349	0	400	0	0.00	0.00	24,026.39
2730+00	100.00	71.10	35.75	12.92	0.00	0.00	0.00	276	132	44	0	0	0	47,877	8,404	0	400	0	0.00	0.00	24,114.48
2731+00	100.00	67.09	35.75	10.88	0.00	0.00	0.00	256	132	44	0	0	0	48,133	8,459	0	400	0	0.00	0.00	24,182.89
2732+00	100.00	62.26	35.75	11.31	0.00	0.00	0.00	240	132	41	0	0	0	48,373	8,510	0	400	0	0.00	0.00	24,238.65
2733+00	100.00	48.47	35.75	5.33	0.00	0.00	0.00	205	132	31	0	0	0	48,578	8,549	0	400	0	0.00	0.00	24,272.78
2734+00	100.00	52.14	35.75	3.21	0.00	0.00	0.00	186	132	16	0	0	0	48,764	8,568	0	400	0	0.00	0.00	24,306.93
2735+00	100.00	36.25	35.75	5.63	0.00	0.00	0.00	164	132	16	0	0	0	48,928	8,589	0	400	0	0.00	0.00	24,317.76
2736+00	100.00	27.48	35.75	11.43	0.00	0.00	0.00	118	132	32	0	0	0	49,046	8,628	0	400	0	0.00	0.00	24,263.89
2737+00	100.00	19.99	35.75	11.78	0.00	0.00	0.00	88	132	43	0	0	0	49,134	8,682	0	400	0	0.00	0.00	24,165.68
2738+00	100.00	10.98	35.75	15.45	0.00	0.00	0.00	57	132	50	0	0	0	49,191	8,745	0	400	0	0.00	0.00	24,027.61
2739+00	100.00	5.22	35.75	20.67	0.00	0.00	0.00	30	132	67	0	0	0	49,221	8,829	0	400	0	0.00	0.00	23,841.59
2740+00	100.00	0.00	35.75	35.76	0.00	0.00	0.00	10	132	104	0	0	0	49,231	8,959	0	400	0	0.00	0.00	23,588.22
2740+52	52.06	0.00	35.75	59.75	0.00	0.00	0.00	0	69	92	0	0	0	49,231	9,074	0	400	0	0.00	0.00	23,404.19
2741+00	47.94	17.27	35.75	60.90	0.00	0.00	0.00	15	63	107	0	0	0	49,246	9,208	0	400	0	0.00	0.00	23,222.17
2742+00	100.00	0.00	35.75	112.99	0.00	0.00	0.00	32	132	322	0	0	0	49,278	9,611	0	400	0	0.00	0.00	22,719.23
2742+40	39.73	0.00	35.75	139.22	0.00	0.00	0.00	0	53	186	0	0	0	49,278	9,843	0	400	0	0.00	0.00	22,434.67
2743+00	60.27	0.00	35.75	206.88	0.00	0.00	0.00	0	80	386	0	0	0	49,278	10,326	0	400	0	0.00	0.00	21,872.02
2743+15	14.51	0.00	35.75	223.45	0.00	0.00	0.00	0	19	116	0	0	0	49,278	10,470	0	400	0	0.00	0.00	21,708.28
2743+60	45.22	0.00	35.75	305.96	0.00	0.00	0.00	0	60	443	0	0	0	49,278	11,024	0	400	0	0.00	0.00	21,094.20
2743+85	25.00	0.00	35.75	315.69	0.00	0.00	0.00	0	33	288	0	0	0	49,278	11,384	0	400	0	0.00	0.00	20,701.35
2744+00	15.27	0.00	35.75	317.88	0.00	0.00	0.00	0	20	179	0	0	0	49,278	11,608	0	400	0	0.00	0.00	20,457.21
2744+10	9.73	0.00	35.75	324.05	0.00	0.00	0.00	0	13	116	0	0	0	49,278	11,753	0	400	0	0.00	0.00	20,299.71
2744+14	3.97	0.00	35.75	326.70	0.00	0.00	0.00	0	5	48	0	0	0	49,278	11,812	0	400	0	0.00	0.00	20,234.72
2745+00	86.30	0.00	35.75	225.26	0.00	0.00	0.00	0	114	882	0	0	0	49,278	12,915	0	400	0	0.00	0.00	19,017.76
2746+00	100.00	1.48	35.75	146.60	0.00	0.00	0.00	3	132	689	0	0	0	49,281	13,776	0	400	0	0.00	0.00	18,027.29
2746+75	74.51	2.97	35.75	147.62	0.00	0.00	0.00	6	99	406	0	0	0	49,287	14,283	0	400	0	0.00	0.00	17,427.30
2747+00	25.00	2.07	35.75	153.27	0.00	0.00	0.00	2	33	139	0	0	0	49,289	14,458	0	400	0	0.00	0.00	17,222.40

STA: 2614+00 - STA: 2748+05 (Cont.)

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2747+00	0.49	2.09	35.75	153.00	0.00	0.00	0.00	0	1	3	0	0	0	49,289	14,461	0	400	0	0.00	0.00	17,218.31
2747+25	24.51	3.36	35.75	122.28	0.00	0.00	0.00	2	32	125	0	0	0	49,292	14,617	0	400	0	0.00	0.00	17,032.15
2748+00	75.49	4.79	8.00	209.92	0.00	0.00	0.00	11	61	464	0	0	0	49,303	15,198	0	400	0	0.00	0.00	16,401.87
2748+05	4.50	0.00	4.00	0.00	0.00	0.00	0.00	0	1	17	0	0	0	49,304	15,220	0	400	0	0.00	0.00	16,379.40
								49,825	17,914	12,592	0	363	0								

9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EARTHWORK SUMMARY	SHEET NO: 475	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STA: 2749+66 - STA: 2790+83

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2749+66	0.00	0.00	7.75	57.46	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2750+31	64.86	0.00	35.75	155.52	0.00	0.00	0.00	0	52	256	0	0	0	0	320	0	0	0	0.00	0.00	-371.98
2751+00	68.79	0.86	35.75	127.71	0.00	0.00	0.00	1	91	361	0	0	0	1	771	0	0	0	0.00	0.00	-913.00
2751+61	61.11	2.65	35.75	123.98	0.00	0.00	0.00	4	81	285	0	0	0	5	1,127	0	0	0	0.00	0.00	-1,345.97
2751+81	19.78	2.78	35.75	367.91	0.00	0.00	0.00	2	26	180	0	0	0	7	1,352	0	0	0	0.00	0.00	-1,595.34
2751+97	15.82	2.69	35.75	330.83	0.00	0.00	0.00	2	21	205	0	0	0	9	1,608	0	0	0	0.00	0.00	-1,870.53
2752+00	3.30	2.67	35.75	329.30	0.00	0.00	0.00	0	4	40	0	0	0	9	1,658	0	0	0	0.00	0.00	-1,924.96
2753+00	100.00	0.02	35.75	314.79	0.00	0.00	0.00	5	132	1,193	0	0	0	14	3,149	0	0	0	0.00	0.00	-3,543.33
2754+00	100.00	0.00	35.75	260.48	0.00	0.00	0.00	0	132	1,065	0	0	0	14	4,481	0	0	0	0.00	0.00	-5,007.34
2755+00	100.00	0.00	35.75	181.27	0.00	0.00	0.00	0	132	818	0	0	0	14	5,503	0	0	0	0.00	0.00	-6,162.30
2755+21	21.11	0.00	35.75	162.16	0.00	0.00	0.00	0	28	134	0	0	0	14	5,671	0	0	0	0.00	0.00	-6,358.07
2756+00	78.89	0.00	35.75	97.84	0.00	0.00	0.00	0	104	380	0	0	0	14	6,146	0	0	0	0.00	0.00	-6,937.33
2757+00	100.00	5.68	35.75	34.07	0.00	0.00	0.00	11	132	244	0	0	0	25	6,451	0	0	0	0.00	0.00	-7,364.59
2758+00	100.00	34.14	35.75	14.33	0.00	0.00	0.00	74	132	90	0	0	0	98	6,563	0	0	0	0.00	0.00	-7,535.32
2759+00	100.00	54.20	35.75	7.25	0.00	0.00	0.00	164	132	40	0	0	0	262	6,613	0	0	0	0.00	0.00	-7,554.10
2760+00	100.00	60.49	35.75	0.18	0.00	0.00	0.00	212	132	14	0	0	0	474	6,631	0	0	0	0.00	0.00	-7,491.32
2761+00	100.00	60.93	35.75	2.49	0.00	0.00	0.00	225	132	5	0	0	0	699	6,637	0	0	0	0.00	0.00	-7,405.06
2762+00	100.00	47.39	35.75	8.98	0.00	0.00	0.00	201	132	21	0	0	0	900	6,663	0	0	0	0.00	0.00	-7,363.41
2763+00	100.00	41.98	35.75	4.37	0.00	0.00	0.00	165	132	25	0	0	0	1,065	6,694	0	0	0	0.00	0.00	-7,361.22
2763+04	3.75	42.14	35.75	3.97	0.00	0.00	0.00	6	5	1	0	0	0	1,071	6,695	0	0	0	0.00	0.00	-7,361.07
2764+00	96.25	40.88	35.75	4.19	0.00	0.00	0.00	148	127	15	0	0	0	1,219	6,713	0	0	0	0.00	0.00	-7,358.71
2765+00	100.00	40.96	35.75	4.24	0.00	0.00	0.00	152	132	16	0	0	0	1,371	6,733	0	0	0	0.00	0.00	-7,359.07
2766+00	100.00	40.81	35.75	3.20	0.00	0.00	0.00	151	132	14	0	0	0	1,522	6,750	0	0	0	0.00	0.00	-7,357.26
2767+00	100.00	39.36	35.75	0.21	0.00	0.00	0.00	148	132	6	0	0	0	1,670	6,758	0	0	0	0.00	0.00	-7,349.08
2768+00	100.00	37.48	35.75	1.52	0.00	0.00	0.00	142	132	3	0	0	0	1,813	6,762	0	0	0	0.00	0.00	-7,343.19
2769+00	100.00	36.11	35.75	1.41	0.00	0.00	0.00	136	132	5	0	0	0	1,949	6,768	0	0	0	0.00	0.00	-7,346.10
2770+00	100.00	44.18	35.75	2.31	0.00	0.00	0.00	149	132	7	0	0	0	2,098	6,777	0	0	0	0.00	0.00	-7,338.43
2771+00	100.00	47.47	35.75	0.91	0.00	0.00	0.00	170	132	6	0	0	0	2,267	6,784	0	0	0	0.00	0.00	-7,308.56
2772+00	100.00	46.43	35.75	0.90	0.00	0.00	0.00	174	132	3	0	0	0	2,441	6,789	0	0	0	0.00	0.00	-7,271.27
2773+00	100.00	46.33	35.75	0.31	0.00	0.00	0.00	172	132	2	0	0	0	2,613	6,791	0	0	0	0.00	0.00	-7,234.72
2774+00	100.00	46.11	35.75	2.15	0.00	0.00	0.00	171	132	5	0	0	0	2,784	6,797	0	0	0	0.00	0.00	-7,201.64
2775+00	100.00	49.79	35.75	2.67	0.00	0.00	0.00	178	132	9	0	0	0	2,962	6,808	0	0	0	0.00	0.00	-7,167.62
2776+00	100.00	47.76	35.75	1.57	0.00	0.00	0.00	181	132	8	0	0	0	3,142	6,818	0	0	0	0.00	0.00	-7,129.20
2777+00	100.00	47.99	35.75	2.18	0.00	0.00	0.00	177	132	7	0	0	0	3,320	6,827	0	0	0	0.00	0.00	-7,092.96
2778+00	100.00	54.16	35.75	1.02	0.00	0.00	0.00	189	132	6	0	0	0	3,509	6,834	0	0	0	0.00	0.00	-7,043.61
2779+00	100.00	54.08	35.75	1.62	0.00	0.00	0.00	200	132	5	0	0	0	3,709	6,840	0	0	0	0.00	0.00	-6,981.69
2780+00	100.00	57.71	35.75	0.00	0.00	0.00	0.00	207	132	3	0	0	0	3,916	6,844	0	0	0	0.00	0.00	-6,910.83
2781+00	100.00	66.10	35.75	0.01	0.00	0.00	0.00	229	132	0	0	0	0	4,146	6,844	0	0	0	0.00	0.00	-6,813.98
2782+00	100.00	67.61	35.75	0.00	0.00	0.00	0.00	248	132	0	0	0	0	4,393	6,844	0	0	0	0.00	0.00	-6,698.78
2783+00	100.00	67.34	35.75	0.00	0.00	0.00	0.00	250	132	0	0	0	0	4,643	6,844	0	0	0	0.00	0.00	-6,581.28
2784+00	100.00	65.94	35.75	0.03	0.00	0.00	0.00	247	132	0	0	0	0	4,890	6,844	0	0	0	0.00	0.00	-6,466.93
2785+00	100.00	66.23	35.75	0.00	0.00	0.00	0.00	245	132	0	0	0	0	5,135	6,844	0	0	0	0.00	0.00	-6,354.64
2785+38	37.55	65.25	35.75	0.00	0.00	0.00	0.00	91	50	0	0	0	0	5,226	6,844	0	0	0	0.00	0.00	-6,312.93
2786+00	62.45	67.07	35.75	0.13	0.00	0.00	0.00	153	83	0	0	0	0	5,379	6,844	0	0	0	0.00	0.00	-6,242.78
2786+80	80.35	68.02	35.75	5.64	0.00	0.00	0.00	201	106	9	0	0	0	5,580	6,855	0	0	0	0.00	0.00	-6,158.89
2787+00	19.65	68.05	35.75	8.15	0.00	0.00	0.00	50	26	5	0	0	0	5,630	6,861	0	0	0	0.00	0.00	-6,141.67
2788+00	100.00	73.24	35.75	3.81	0.00	0.00	0.00	262	132	22	0	0	0	5,891	6,889	0	0	0	0.00	0.00	-6,040.10
2788+37	36.61	70.64	35.75	7.41	0.00	0.00	0.00	98	48	8	0	0	0	5,989	6,899	0	0	0	0.00	0.00	-6,000.54
2789+00	63.39	68.42	35.75	23.60	0.00	0.00	0.00	163	84	36	0	0	0	6,152	6,944	0	0	0	0.00	0.00	-5,966.74
2789+43	42.50	66.57	35.75	32.80	0.00	0.00	0.00	106	56	44	0	0	0	6,258	7,000	0	0	0	0.00	0.00	-5,972.26
2789+52	9.91	65.96	35.75	33.71	0.00	0.00	0.00	24	13	12	0	0	0	6,283	7,015	0	0	0	0.00	0.00	-5,976.32
2789+68	15.09	65.58	35.75	29.22	0.00	0.00	0.00	37	20	18	0	0	0	6,320	7,037	0	0	0	0.00	0.00	-5,981.52
2789+77	9.91	65.21	35.75	26.45	0.00	0.00	0.00	24	13	10	0	0	0	6,344	7,050	0	0	0	0.00	0.00	-5,983.41
2789+93	15.09	65.43	35.75	20.41	0.00	0.00	0.00	37	20	13	0	0	0	6,380	7,066	0	0	0	0.00	0.00	-5,983.26
2790+00	7.50	65.65	35.75	20.84	0.00	0.00	0.00	18	10	6	0	0	0	6,398	7,073	0	0	0	0.00	0.00	-5,982.14
2790+02	2.49	65.68	35.75	21.17	0.00	0.00	0.00	6	3	2	0	0	0	6,404	7,076	0	0	0	0.00	0.00	-5,981.81
2790+72	69.28	80.50	35.75	12.35	0.00	0.00	0.00	188	92	43	0	0	0	6,592	7,129	0	0	0	0.00	0.00	-5,939.75
2790+83	10.78	0.00	0.00	0.00	0.00	0.00	0.00	16	7	2	0	0	0	6,608	7,132	0	0	0	0.00	0.00	-5,933.90
								6,608	5,409	5,706	0	0	0								

9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EARTHWORK SUMMARY	SHEET NO: 476	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

WISCONSIN DEPARTMENT OF TRANSPORTATION

BHC Plan Examiner Remove Sheet Numbers Tool

Notes:

- Acrobat 5 or higher is required to use this tool.
- This will only remove plan sheet numbers placed after December 18, 2003.

TO REMOVE PLAN SHEET NUMBERS

1. Insert this sheet at the end of the plan

a. With the plan open in Acrobat, select Document > Insert Pages.
b. In the Select File to Insert dialog box, select this file (bhc_remove_sheet_numbers.pdf)
c. In the Insert dialog box, choose After for Location and Last page for Page.
d. Click OK.

2. Click the Remove Sheet Numbers button

a. Go to the last sheet of the plan.
b. Click the Remove Sheet Numbers button once.

3. Delete this Sheet

a. Select Document > Delete Pages.
b. Specify this sheet and click OK.
c. At the are you sure prompt, click Yes.

4. Re-Save the PDF

a. Select File > Save As and save the PDF.

Remove Sheet Numbers

STA: 2792+19 - STA: 2819+99

STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) Marsh Exc	AREA (SF) Rock Exc	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Incremental Vol (CY) (Unadjusted) Rock Exc	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY) Expanded Rock 1.10	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2792+19	0.00	72.44	35.75	0.98	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2793+00	80.72	63.67	35.75	5.04	0.00	0.00	0.00	203	107	9	0	0	0	203	11	0	0	0	0.00	0.00	85.34
2793+39	38.68	63.75	35.75	3.19	0.00	0.00	0.00	91	51	6	0	0	0	295	19	0	0	0	0.00	0.00	118.03
2793+59	19.96	61.58	35.75	3.70	0.00	0.00	0.00	46	26	3	0	0	0	341	22	0	0	0	0.00	0.00	134.75
2794+00	41.36	56.06	35.75	5.77	0.00	0.00	0.00	90	55	7	0	0	0	431	31	0	0	0	0.00	0.00	161.03
2795+00	100.00	52.12	35.75	11.71	0.00	0.00	0.00	200	132	32	0	0	0	632	71	0	0	0	0.00	0.00	188.51
2796+00	100.00	59.93	35.75	9.53	0.00	0.00	0.00	207	132	39	0	0	0	839	120	0	0	0	0.00	0.00	214.43
2796+83	82.73	61.59	35.75	5.85	0.00	0.00	0.00	186	110	24	0	0	0	1,025	150	0	0	0	0.00	0.00	261.61
2797+00	17.27	61.18	35.75	5.76	0.00	0.00	0.00	39	23	4	0	0	0	1,064	155	0	0	0	0.00	0.00	273.37
2798+00	100.00	64.57	35.75	10.02	0.00	0.00	0.00	233	132	29	0	0	0	1,297	191	0	0	0	0.00	0.00	337.30
2799+00	100.00	63.53	35.75	7.72	0.00	0.00	0.00	237	132	33	0	0	0	1,535	232	0	0	0	0.00	0.00	401.04
2800+00	100.00	62.37	35.75	4.12	0.00	0.00	0.00	233	132	22	0	0	0	1,768	260	0	0	0	0.00	0.00	474.35
2801+00	100.00	61.85	35.75	5.15	0.00	0.00	0.00	230	132	17	0	0	0	1,998	281	0	0	0	0.00	0.00	550.50
2802+00	100.00	63.90	35.75	4.55	0.00	0.00	0.00	233	132	18	0	0	0	2,231	304	0	0	0	0.00	0.00	628.51
2803+00	100.00	65.03	35.75	2.38	0.00	0.00	0.00	239	132	13	0	0	0	2,469	320	0	0	0	0.00	0.00	718.83
2804+00	100.00	68.56	35.75	3.56	0.00	0.00	0.00	247	132	11	0	0	0	2,717	333	0	0	0	0.00	0.00	820.07
2805+00	100.00	83.29	35.75	0.43	0.00	0.00	0.00	281	132	7	0	0	0	2,998	343	0	0	0	0.00	0.00	959.63
2806+00	100.00	85.25	35.75	1.18	0.00	0.00	0.00	312	132	3	0	0	0	3,310	346	0	0	0	0.00	0.00	1,135.60
2807+00	100.00	82.84	35.75	3.69	0.00	0.00	0.00	311	132	9	0	0	0	3,621	358	0	0	0	0.00	0.00	1,303.18
2808+00	100.00	68.28	35.75	5.41	0.00	0.00	0.00	280	132	17	0	0	0	3,901	379	0	0	0	0.00	0.00	1,429.57
2809+00	100.00	50.47	35.75	8.33	0.00	0.00	0.00	220	132	25	0	0	0	4,121	410	0	0	0	0.00	0.00	1,485.27
2810+00	100.00	33.70	35.75	26.40	0.00	0.00	0.00	156	132	64	0	0	0	4,277	491	0	0	0	0.00	0.00	1,428.35
2811+00	100.00	11.49	35.75	62.31	0.00	0.00	0.00	84	132	164	0	0	0	4,361	696	0	0	0	0.00	0.00	1,174.27
2812+00	100.00	1.70	35.75	100.88	0.00	0.00	0.00	24	132	302	0	0	0	4,385	1,074	0	0	0	0.00	0.00	688.53
2813+00	100.00	0.00	35.75	252.75	0.00	0.00	0.00	3	132	655	0	0	0	4,388	1,892	0	0	0	0.00	0.00	-259.31
2813+25	24.89	0.00	35.75	325.64	0.00	0.00	0.00	0	33	267	0	0	0	4,388	2,226	0	0	0	0.00	0.00	-625.53
2814+00	75.11	0.00	35.75	336.11	0.00	0.00	0.00	0	99	920	0	0	0	4,388	3,376	0	0	0	0.00	0.00	-1,875.51
2815+00	100.00	0.00	35.75	352.24	0.00	0.00	0.00	0	132	1,275	0	0	0	4,388	4,970	0	0	0	0.00	0.00	-3,601.31
2815+09	8.56	0.00	35.75	356.90	0.00	0.00	0.00	0	11	112	0	0	0	4,388	5,110	0	0	0	0.00	0.00	-3,753.14
2816+00	91.44	0.00	35.75	384.92	0.00	0.00	0.00	0	121	1,256	0	0	0	4,388	6,680	0	0	0	0.00	0.00	-5,444.42
2817+00	100.00	0.00	35.75	358.84	0.00	0.00	0.00	0	132	1,377	0	0	0	4,388	8,402	0	0	0	0.00	0.00	-7,298.50
2817+41	40.94	0.00	35.75	379.95	0.00	0.00	0.00	0	54	560	0	0	0	4,388	9,102	0	0	0	0.00	0.00	-8,052.85
2818+00	59.06	0.00	35.75	400.74	0.00	0.00	0.00	0	78	854	0	0	0	4,388	10,170	0	0	0	0.00	0.00	-9,198.36
2818+49	48.56	0.00	35.75	393.46	0.00	0.00	0.00	0	64	714	0	0	0	4,388	11,062	0	0	0	0.00	0.00	-10,155.31
2818+59	10.38	0.00	35.75	396.59	0.00	0.00	0.00	0	14	152	0	0	0	4,388	11,252	0	0	0	0.00	0.00	-10,358.90
2818+61	2.00	0.00	35.75	395.93	0.00	0.00	0.00	0	3	29	0	0	0	4,388	11,289	0	0	0	0.00	0.00	-10,398.24
2818+69	7.62	0.00	35.75	381.34	0.00	0.00	0.00	0	10	110	0	0	0	4,388	11,426	0	0	0	0.00	0.00	-10,545.42
2818+86	17.38	0.06	35.75	368.57	0.00	0.00	0.00	0	23	241	0	0	0	4,388	11,728	0	0	0	0.00	0.00	-10,870.13
2818+94	7.62	0.02	35.75	367.42	0.00	0.00	0.00	0	10	104	0	0	0	4,388	11,857	0	0	0	0.00	0.00	-11,010.01
2819+00	6.44	0.00	35.75	369.78	0.00	0.00	0.00	0	9	88	0	0	0	4,388	11,967	0	0	0	0.00	0.00	-11,128.51
2819+11	10.94	0.00	35.75	378.07	0.00	0.00	0.00	0	14	151	0	0	0	4,388	12,157	0	0	0	0.00	0.00	-11,332.32
2819+19	7.62	0.00	35.75	380.55	0.00	0.00	0.00	0	10	107	0	0	0	4,388	12,290	0	0	0	0.00	0.00	-11,476.20
2819+91	72.38	0.00	35.75	385.32	0.00	0.00	0.00	0	96	1,027	0	0	0	4,388	13,574	0	0	0	0.00	0.00	-12,855.25
2819+99	7.62	0.00	0.00	328.12	0.00	0.00	0.00	0	5	101	0	0	0	4,388	13,700	0	0	0	0.00	0.00	-12,986.18
								4,388	3,675	10,960	0	0	0								

STA: 2821+18 - STA: 2929+45

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2821+18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2822+00	81.72	0.00	35.75	226.47	0.00	0.00	0.00	0	54	343	0	0	0	0	428	0	0	0	0.00	0.00	-482.49
2823+00	100.00	0.00	35.75	220.01	0.00	0.00	0.00	0	132	827	0	0	0	0	1,462	0	0	0	0.00	0.00	-1,648.43
2824+00	100.00	0.00	35.75	214.08	0.00	0.00	0.00	0	132	804	0	0	0	0	2,467	0	0	0	0.00	0.00	-2,785.68
2825+00	100.00	0.00	35.75	180.28	0.00	0.00	0.00	0	132	730	0	0	0	0	3,380	0	0	0	0.00	0.00	-3,830.98
2826+00	100.00	0.00	35.75	134.46	0.00	0.00	0.00	0	132	583	0	0	0	0	4,108	0	0	0	0.00	0.00	-4,691.95
2827+00	100.00	0.00	35.75	103.91	0.00	0.00	0.00	0	132	441	0	0	0	0	4,660	0	0	0	0.00	0.00	-5,376.13
2828+00	100.00	0.00	35.75	80.31	0.00	0.00	0.00	0	132	341	0	0	0	0	5,086	0	0	0	0.00	0.00	-5,934.97
2829+00	100.00	0.16	35.75	63.57	0.00	0.00	0.00	0	132	266	0	0	0	0	5,419	0	0	0	0.00	0.00	-6,400.15
2830+00	100.00	74.97	35.75	43.29	0.00	0.00	0.00	139	132	198	0	0	0	139	5,667	0	0	0	0.00	0.00	-6,640.80
2831+00	100.00	28.42	35.75	24.58	0.00	0.00	0.00	191	132	126	0	0	0	331	5,824	0	0	0	0.00	0.00	-6,738.83
2832+00	100.00	17.40	35.75	16.49	0.00	0.00	0.00	85	132	76	0	0	0	416	5,919	0	0	0	0.00	0.00	-6,881.44
2833+00	100.00	35.84	35.75	5.52	0.00	0.00	0.00	99	132	41	0	0	0	514	5,970	0	0	0	0.00	0.00	-6,966.18
2834+00	100.00	51.12	35.75	1.84	0.00	0.00	0.00	161	132	14	0	0	0	675	5,987	0	0	0	0.00	0.00	-6,954.58
2835+00	100.00	66.83	35.75	0.04	0.00	0.00	0.00	218	132	3	0	0	0	894	5,991	0	0	0	0.00	0.00	-6,872.91
2836+00	100.00	78.69	35.75	0.06	0.00	0.00	0.00	269	132	0	0	0	0	1,163	5,992	0	0	0	0.00	0.00	-6,736.06
2837+00	100.00	89.16	35.75	0.00	0.00	0.00	0.00	311	132	0	0	0	0	1,474	5,992	0	0	0	0.00	0.00	-6,557.77
2838+00	100.00	68.15	35.75	0.00	0.00	23.86	0.00	291	132	0	0	44	0	1,765	5,931	0	49	0	0.00	0.00	-6,338.11
2839+00	100.00	66.43	35.75	0.00	0.00	22.66	0.00	249	132	0	0	86	0	2,015	5,812	0	143	0	0.00	0.00	-6,102.84
2840+00	100.00	71.61	35.75	0.00	0.00	21.24	0.00	256	132	0	0	81	0	2,270	5,701	0	233	0	0.00	0.00	-5,867.84
2841+00	100.00	65.30	35.75	0.00	0.00	14.94	0.00	254	132	0	0	67	0	2,524	5,609	0	306	0	0.00	0.00	-5,654.58
2842+00	100.00	71.01	35.75	0.00	0.00	0.00	0.00	252	132	0	0	28	0	2,776	5,571	0	337	0	0.00	0.00	-5,496.53
2842+05	4.96	71.31	35.75	0.00	0.00	0.00	0.00	13	7	0	0	0	0	2,789	5,571	0	337	0	0.00	0.00	-5,490.03
2842+51	46.35	73.61	35.75	0.00	0.00	0.00	0.00	124	61	0	0	0	0	2,914	5,571	0	337	0	0.00	0.00	-5,427.01
2842+95	44.02	87.16	35.75	4.65	0.00	0.00	0.00	131	58	4	0	0	0	3,045	5,575	0	337	0	0.00	0.00	-5,358.97
2843+00	4.67	87.52	35.75	5.78	0.00	0.00	0.00	15	6	1	0	0	0	3,060	5,576	0	337	0	0.00	0.00	-5,351.17
2843+77	76.66	98.04	35.75	26.68	0.00	0.00	0.00	263	102	46	0	0	0	3,323	5,634	0	337	0	0.00	0.00	-5,246.84
2843+86	9.03	99.03	35.75	29.28	0.00	0.00	0.00	33	12	9	0	0	0	3,356	5,646	0	337	0	0.00	0.00	-5,237.54
2844+00	14.30	102.23	35.75	28.59	0.00	0.00	0.00	53	19	15	0	0	0	3,410	5,665	0	337	0	0.00	0.00	-5,222.33
2844+17	17.33	101.38	35.75	33.26	0.00	0.00	0.00	65	23	20	0	0	0	3,475	5,690	0	337	0	0.00	0.00	-5,204.74
2845+00	82.67	94.60	35.75	67.99	0.00	0.00	0.00	300	109	155	0	0	0	3,775	5,883	0	337	0	0.00	0.00	-5,207.94
2846+00	100.00	92.16	35.75	114.76	0.00	0.00	0.00	346	132	338	0	0	0	4,121	6,306	0	337	0	0.00	0.00	-5,417.55
2847+00	100.00	90.92	35.75	121.01	0.00	0.00	0.00	339	132	437	0	0	0	4,460	6,852	0	337	0	0.00	0.00	-5,756.69
2847+86	86.48	89.87	35.75	181.69	0.00	0.00	0.00	290	115	485	0	0	0	4,749	7,458	0	337	0	0.00	0.00	-6,187.62
2848+00	13.52	89.58	35.75	140.07	0.00	0.00	0.00	45	18	81	0	0	0	4,794	7,559	0	337	0	0.00	0.00	-6,261.27
2849+00	100.00	95.94	35.75	0.00	0.00	0.00	0.00	344	132	259	0	0	0	5,138	7,883	0	337	0	0.00	0.00	-6,374.36
2850+00	100.00	101.16	35.75	0.06	0.00	0.00	0.00	365	132	0	0	0	0	5,503	7,883	0	337	0	0.00	0.00	-6,141.90
2851+00	100.00	94.07	35.75	0.01	0.00	0.00	0.00	362	132	0	0	0	0	5,864	7,883	0	337	0	0.00	0.00	-5,912.94
2852+00	100.00	99.43	35.75	0.00	0.00	0.00	0.00	358	132	0	0	0	0	6,223	7,883	0	337	0	0.00	0.00	-5,687.03
2853+00	100.00	109.52	35.75	0.00	0.00	0.00	0.00	387	132	0	0	0	0	6,610	7,883	0	337	0	0.00	0.00	-5,432.50
2854+00	100.00	110.86	35.75	0.00	0.00	0.00	0.00	408	132	0	0	0	0	7,018	7,883	0	337	0	0.00	0.00	-5,156.80
2855+00	100.00	129.63	35.75	0.00	0.00	0.00	0.00	445	132	0	0	0	0	7,463	7,883	0	337	0	0.00	0.00	-4,843.85
2855+19	18.80	132.94	35.75	0.00	0.00	0.00	0.00	91	25	0	0	0	0	7,555	7,883	0	337	0	0.00	0.00	-4,777.31
2855+50	31.63	130.66	35.75	0.00	0.00	0.00	0.00	154	42	0	0	0	0	7,709	7,883	0	337	0	0.00	0.00	-4,664.79
2855+59	9.03	129.60	35.75	0.00	0.00	0.00	0.00	44	12	0	0	0	0	7,753	7,883	0	337	0	0.00	0.00	-4,633.22
2856+00	40.53	124.42	35.75	0.00	0.00	0.00	0.00	191	54	0	0	0	0	7,943	7,883	0	337	0	0.00	0.00	-4,496.22
2856+41	40.80	114.05	35.75	0.00	0.00	0.00	0.00	180	54	0	0	0	0	8,123	7,883	0	337	0	0.00	0.00	-4,370.05
2857+00	59.20	71.36	35.75	0.00	0.00	33.67	0.00	203	78	0	0	37	0	8,327	7,833	0	378	0	0.00	0.00	-4,194.44
2857+31	31.17	70.07	35.75	0.00	0.00	31.01	0.00	82	41	0	0	37	0	8,408	7,781	0	419	0	0.00	0.00	-4,102.72
2858+00	68.83	64.94	35.75	0.00	0.00	28.34	0.00	172	91	0	0	76	0	8,580	7,677	0	502	0	0.00	0.00	-3,917.78
2859+00	100.00	68.20	35.75	0.00	0.00	27.20	0.00	247	132	0	0	103	0	8,827	7,536	0	615	0	0.00	0.00	-3,662.21
2860+00	100.00	69.00	35.75	0.00	0.00	35.55	0.00	254	132	0	0	116	0	9,081	7,376	0	743	0	0.00	0.00	-3,380.76
2861+00	100.00	69.75	35.75	0.00	0.00	38.74	0.00	257	132	0	0	138	0	9,338	7,187	0	894	0	0.00	0.00	-3,067.06
2862+00	100.00	71.07	35.75	0.00	0.00	43.97	0.00	261	132	0	0	153	0	9,599	6,976	0	1,063	0	0.00	0.00	-2,728.08
2863+00	100.00	72.82	35.75	0.00	0.00	51.23	0.00	266	132	0	0	176	0	9,865	6,734	0	1,257	0	0.00	0.00	-2,351.62
2864+00	100.00	126.28	35.75	0.00	0.00	0.00	0.00	369	132	0	0	95	0	10,234	6,604	0	1,361	0	0.00	0.00	-1,984.87
2865+00	100.00	129.23	35.75	0.00	0.00	0.00	0.00	473	132	0	0	0	0	10,707	6,604	0	1,361	0	0.00	0.00	-1,644.11
2865+16	16.29	130.79	35.75	0.00	0.00	0.00	0.00	78	22	0	0	0	0	10,785	6,604	0	1,361	0	0.00	0.00	-1,587.24
2865+77	61.10	139.51	35.75	0.00	0.00	0.00	0.00	306	81	0	0	0	0	11,091	6,604	0	1,361	0	0.00	0.00	-1,362.30
2866+00	22.61	137.05	35.75	0.00	0.00	0.00	0.00	116	30	0	0	0	0	11,207	6,604	0	1,361	0	0.00	0.00	-1,276.45
2866+06	6.29	135.42	35.75	0.00	0.00	0.00	0.00	32	8	0	0	0	0	11,239	6,604	0	1,361	0	0.00	0.00	-1,253.05
2866+24	17.22	129.83	35.75	0.00	0.00	0.00	0.00	85	23	0	0	0	0	11,323	6,604	0	1,361	0	0.00	0.00	-1,191.25
2866+66	42.78	123.93	35.75	0.00	0.00	0.00	0.00	201	57	0	0	0	0	11,524	6,604	0	1,361	0	0.00	0.00	-1,046.86
2866+96	30.00	125.52	35.75	0.83	0.00	0.00	0.00	139	40	0	0	0	0	11,663	6,604	0	1,361	0	0.00	0.00	-948.59
2867+00	3.71	125.77	35.75	0.97	0.00	0.00	0.00	17	5	0	0	0	0	11,680	6,604	0	1,361	0	0.00	0.00	-936.39
2868+00	100.00	140.12	35.75	0.00	0.00	0.00	0.00	492	132	2	0	0	0	12,173	6,607	0	1,361	0	0.00	0.00	-578.66
2869+00	100.00	150.62	35.75	0.00	0.00	0.00	0.00	538	132	0	0	0	0	12,711	6,607	0	1,361	0	0.00	0.00	-172.66
2870+00	100.00	120.92	35.75	0.00	0.00	89.20	0.00	503	132	0	0	165	0	13,214	6,379	0	1,543	0	0.00	0.00	424.92
2871+00	100.00	99.54	35.75	0.00	0.00	125.01	0.00	408	132	0	0	397	0	13,622	5,834	0	1,979	0	0.00	0.00	1,246.22
2872+00	100.00	119.61	35.75	0.00	0.00	119.21	0.00	406	132	0	0	452	0	14,028	5,212	0	2,476	0	0.00	0.00	2,141.50
2873+00	100.00	140.33	35.75	0.00	0.00	129.95	0.00	481	132	0	0	461	0	14,509	4,578	0	2,984	0	0.00	0.00	3,124.90
2874+00	100.00	98.32	35.75	0.00	0.00	133.19	0.00	442	132	0	0	487	0	14,951	3,908	0	3,520	0	0.00	0.00	4,104.47
2875+00	100.00	91.38	35.75	0.00	0.00	114.71	0.00	351	132	0	0	459	0	15,303	3,276	0	4,025	0	0.00	0.00	4,954.58
2876+00	100.00	180.41	35.75	0.00	0.00	0.00	0.00	668	132	0	0	0	0	15,971	3,276	0	4,025	0	0.00	0.00	5,490.37
2877+00	100.00	164.96	35.75	0.00	0.00	0.00	0.00	640	132	0	0	0	0	16,610	3,276	0	4,025	0	0.00	0.00	5,997.54

STA: 2821+18 - STA: 2929+45 (Cont.)

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2878+00	100.00	197.22	35.75	0.00	0.00	0.00	0.00	671	132	0	0	0	0	17,281	3,276	0	4,025	0	0.00	0.00	6,535.84
2878+84	84.48	200.61	35.75	0.00	0.00	0.00	0.00	622	112	0	0	0	0	17,904	3,276	0	4,025	0	0.00	0.00	7,046.38
2878+98	13.90	204.77	35.75	0.00	0.00	0.00	0.00	104	18	0	0	0	0	18,008	3,276	0	4,025	0	0.00	0.00	7,132.30
2879+00	1.62	205.39	35.75	0.00	0.00	0.00	0.00	12	2	0	0	0	0	18,020	3,276	0	4,025	0	0.00	0.00	7,142.47
2879+26	26.18	217.73	35.75	0.00	0.00	0.00	0.00	205	35	0	0	0	0	18,225	3,276	0	4,025	0	0.00	0.00	7,312.93
2879+68	41.70	240.46	35.75	0.00	0.00	0.00	0.00	354	55	0	0	0	0	18,579	3,276	0	4,025	0	0.00	0.00	7,611.53
2879+85	17.00	240.81	35.75	0.01	0.00	0.00	0.00	151	23	0	0	0	0	18,731	3,276	0	4,025	0	0.00	0.00	7,740.51
2880+00	15.13	240.92	35.75	0.00	0.00	0.00	0.00	135	20	0	0	0	0	18,866	3,276	0	4,025	0	0.00	0.00	7,855.41
2880+13	12.57	239.71	35.75	0.21	0.00	0.00	0.00	112	17	0	0	0	0	18,977	3,276	0	4,025	0	0.00	0.00	7,950.59
2881+00	87.43	243.08	35.75	0.00	0.00	0.00	0.00	782	116	0	0	0	0	19,759	3,277	0	4,025	0	0.00	0.00	8,616.07
2882+00	100.00	245.71	35.75	0.00	0.00	0.00	0.00	905	132	0	0	0	0	20,664	3,277	0	4,025	0	0.00	0.00	9,388.82
2883+00	100.00	238.06	35.75	0.00	0.00	0.00	0.00	896	132	0	0	0	0	21,560	3,277	0	4,025	0	0.00	0.00	10,152.28
2884+00	100.00	246.07	35.75	0.00	0.00	0.00	0.00	897	132	0	0	0	0	22,457	3,277	0	4,025	0	0.00	0.00	10,916.41
2885+00	100.00	233.42	35.75	0.00	0.00	0.00	0.00	888	132	0	0	0	0	23,345	3,277	0	4,025	0	0.00	0.00	11,671.96
2886+00	100.00	225.24	35.75	0.00	0.00	0.00	0.00	849	132	0	0	0	0	24,194	3,277	0	4,025	0	0.00	0.00	12,388.92
2887+00	100.00	227.18	35.75	0.00	0.00	0.00	0.00	838	132	0	0	0	0	25,032	3,277	0	4,025	0	0.00	0.00	13,094.32
2888+00	100.00	201.34	35.75	0.00	0.00	0.00	0.00	794	132	0	0	0	0	25,825	3,277	0	4,025	0	0.00	0.00	13,755.47
2889+00	100.00	168.69	35.75	36.64	0.00	0.00	0.00	685	132	68	0	0	0	26,511	3,362	0	4,025	0	0.00	0.00	14,223.49
2889+49	49.29	147.70	35.75	52.33	0.00	0.00	0.00	289	65	81	0	0	0	26,799	3,463	0	4,025	0	0.00	0.00	14,345.50
2890+00	50.71	136.33	35.75	32.53	0.00	0.00	0.00	267	67	80	0	0	0	27,066	3,563	0	4,025	0	0.00	0.00	14,445.46
2891+00	100.00	121.59	35.75	19.68	0.00	0.00	0.00	478	132	97	0	0	0	27,544	3,684	0	4,025	0	0.00	0.00	14,669.82
2892+00	100.00	102.71	35.75	1.28	0.00	0.00	0.00	415	132	39	0	0	0	27,959	3,732	0	4,025	0	0.00	0.00	14,904.28
2893+00	100.00	88.00	35.75	0.74	0.00	0.00	0.00	353	132	4	0	0	0	28,312	3,737	0	4,025	0	0.00	0.00	15,120.38
2894+00	100.00	69.47	35.75	0.59	0.00	0.00	0.00	292	132	2	0	0	0	28,604	3,740	0	4,025	0	0.00	0.00	15,276.52
2895+00	100.00	56.19	35.75	4.66	0.00	0.00	0.00	233	132	10	0	0	0	28,837	3,752	0	4,025	0	0.00	0.00	15,364.67
2896+00	100.00	63.01	35.75	4.93	0.00	0.00	0.00	221	132	18	0	0	0	29,057	3,774	0	4,025	0	0.00	0.00	15,430.81
2897+00	100.00	45.10	35.75	5.00	0.00	0.00	0.00	200	132	18	0	0	0	29,258	3,797	0	4,025	0	0.00	0.00	15,475.62
2898+00	100.00	44.97	35.75	1.56	0.00	0.00	0.00	167	132	12	0	0	0	29,424	3,812	0	4,025	0	0.00	0.00	15,494.83
2899+00	100.00	39.28	35.75	2.81	0.00	0.00	0.00	156	132	8	0	0	0	29,580	3,823	0	4,025	0	0.00	0.00	15,508.33
2900+00	100.00	41.64	35.75	3.38	0.00	0.00	0.00	150	132	11	0	0	0	29,730	3,837	0	4,025	0	0.00	0.00	15,511.43
2900+31	31.21	45.07	35.75	5.21	0.00	0.00	0.00	50	41	5	0	0	0	29,780	3,843	0	4,025	0	0.00	0.00	15,514.02
2900+53	21.80	48.84	35.75	32.01	0.00	0.00	0.00	38	29	15	0	0	0	29,818	3,862	0	4,025	0	0.00	0.00	15,504.29
2900+59	5.77	50.82	35.75	16.97	0.00	0.00	0.00	11	8	5	0	0	0	29,829	3,868	0	4,025	0	0.00	0.00	15,500.75
2900+91	32.43	61.26	35.75	4.47	0.00	0.00	0.00	67	43	13	0	0	0	29,896	3,885	0	4,025	0	0.00	0.00	15,509.03
2901+00	8.79	65.14	35.75	4.99	0.00	0.00	0.00	21	12	2	0	0	0	29,917	3,886	0	4,025	0	0.00	0.00	15,516.03
2901+51	51.21	59.70	35.75	8.42	0.00	0.00	0.00	118	68	13	0	0	0	30,035	3,902	0	4,025	0	0.00	0.00	15,550.72
2901+82	31.10	59.16	35.75	14.67	0.00	0.00	0.00	68	41	13	0	0	0	30,104	3,919	0	4,025	0	0.00	0.00	15,561.37
2902+00	17.69	58.01	35.75	18.45	0.00	0.00	0.00	38	23	11	0	0	0	30,142	3,933	0	4,025	0	0.00	0.00	15,562.76
2902+11	11.21	56.67	35.75	21.03	0.00	0.00	0.00	24	15	8	0	0	0	30,166	3,943	0	4,025	0	0.00	0.00	15,561.48
2902+28	16.64	52.63	35.75	23.63	0.00	0.00	0.00	34	22	14	0	0	0	30,200	3,960	0	4,025	0	0.00	0.00	15,555.93
2903+00	72.14	50.82	35.75	26.92	0.00	0.00	0.00	138	96	68	0	0	0	30,338	4,044	0	4,025	0	0.00	0.00	15,514.22
2904+00	100.00	52.07	35.75	33.23	0.00	0.00	0.00	191	132	111	0	0	0	30,528	4,184	0	4,025	0	0.00	0.00	15,433.13
2905+00	100.00	45.94	35.75	39.44	0.00	0.00	0.00	182	132	135	0	0	0	30,710	4,352	0	4,025	0	0.00	0.00	15,314.00
2906+00	100.00	58.59	35.75	34.20	0.00	0.00	0.00	194	132	136	0	0	0	30,903	4,522	0	4,025	0	0.00	0.00	15,204.68
2907+00	100.00	48.89	35.75	28.39	0.00	0.00	0.00	199	132	116	0	0	0	31,102	4,667	0	4,025	0	0.00	0.00	15,126.41
2908+00	100.00	51.16	35.75	14.43	0.00	0.00	0.00	185	132	79	0	0	0	31,288	4,766	0	4,025	0	0.00	0.00	15,080.16
2909+00	100.00	56.27	35.75	21.32	0.00	0.00	0.00	199	132	66	0	0	0	31,487	4,849	0	4,025	0	0.00	0.00	15,063.96
2909+32	32.39	57.97	35.75	24.34	0.00	0.00	0.00	69	43	27	0	0	0	31,555	4,883	0	4,025	0	0.00	0.00	15,055.36
2910+00	67.61	59.87	35.75	19.67	0.00	0.00	0.00	148	90	55	0	0	0	31,703	4,952	0	4,025	0	0.00	0.00	15,044.49
2911+00	100.00	62.56	35.75	10.52	0.00	0.00	0.00	227	132	56	0	0	0	31,929	5,022	0	4,025	0	0.00	0.00	15,068.91
2912+00	100.00	63.89	35.75	8.41	0.00	0.00	0.00	234	132	35	0	0	0	32,164	5,066	0	4,025	0	0.00	0.00	15,126.83
2913+00	100.00	65.38	35.75	10.98	0.00	0.00	0.00	239	132	36	0	0	0	32,403	5,111	0	4,025	0	0.00	0.00	15,188.91
2914+00	100.00	64.35	35.75	12.48	0.00	0.00	0.00	240	132	43	0	0	0	32,643	5,165	0	4,025	0	0.00	0.00	15,242.44
2915+00	100.00	59.22	35.75	9.98	0.00	0.00	0.00	229	132	42	0	0	0	32,872	5,217	0	4,025	0	0.00	0.00	15,286.88
2915+36	35.86	128.89	35.75	9.40	0.00	0.00	0.00	125	47	13	0	0	0	32,997	5,233	0	4,025	0	0.00	0.00	15,348.22
2916+00	64.14	86.14	35.75	7.20	0.00	0.00	0.00	255	85	20	0	0	0	33,252	5,258	0	4,025	0	0.00	0.00	15,494.07
2917+00	100.00	84.75	35.75	7.98	0.00	0.00	0.00	316	132	28	0	0	0	33,569	5,293	0	4,025	0	0.00	0.00	15,642.97
2918+00	100.00	64.22	35.75	8.46	0.00	0.00	0.00	276	132	30	0	0	0	33,845	5,331	0	4,025	0	0.00	0.00	15,748.38
2919+00	100.00	40.78	35.75	16.07	0.00	0.00	0.00	194	132	45	0	0	0	34,039	5,388	0	4,025	0	0.00	0.00	15,753.64
2920+00	100.00	25.22	35.75	19.65	0.00	0.00	0.00	122	132	66	0	0	0	34,161	5,471	0	4,025	0	0.00	0.00	15,660.78
2921+00	100.00	21.74	35.75	16.54	0.00	0.00	0.00	87	132	67	0	0	0	34,248	5,554	0	4,025	0	0.00	0.00	15,531.59
2922+00	100.00	24.20	35.75	14.40	0.00	0.00	0.00	85	132	57	0	0	0	34,333	5,626	0	4,025	0	0.00	0.00	15,412.67
2923+00	100.00	28.22	38.00	12.16	0.00	0.00	0.00	97	137	49	0	0	0	34,430	5,687	0	4,025	0	0.00	0.00	15,311.69
2924+00	100.00	34.44	29.00	6.42	0.00	0.00	0.00	116	124	34	0	0	0	34,546	5,730	0	4,025	0	0.00	0.00	15,260.62
2925+00	100.00	38.36	41.00	4.74	0.00	0.00	0.00	135	130	21	0	0	0	34,681	5,756	0	4,025	0	0.00	0.00	15,239.98
2925+32	31.56	41.70	42.00	1.89	0.00	0.00	0.00	47	49	4	0	0	0	34,728	5,761	0	4,025	0	0.00	0.00	15,233.42
2926+00	68.44	56.36	43.00	0.83	0.00	0.00	0.00	124	108	3	0	0	0	34,852	5,765	0	4,025	0	0.00	0.00	15,245.66
2927+00	100.00	67.45	45.00	1.56	0.00	0.00	0.00	229	163	4	0	0	0	35,082	5,771	0	4,025	0	0.00	0.00	15,306.44
2928+00	100.00	91.72	49.00	32.21	0.00	0.00	0.00	295	174	63	0	0	0	35,376	5,849	0	4,025	0	0.00	0.00	15,348.95
2929+00	100.00	120.40	56.00	68.10	0.00	0.00	0.00	393	194	186	0	0	0	35,769	6,081	0	4,025	0	0.00	0.00	15,315.12
2929+45	45.00	168.61	59.00	81.75	0.00	0.00	0.00	241	96	125	0	0	0	36,010	6,237	0	4,025	0	0.00	0.00	15,304.04
								36,010	14,469	9,015	0	3,659	0								

9

9

PROJECT NO: 1023-02-83 | HWY: IH 94 | COUNTY: MONROE | EARTHWORK SUMMARY | SHEET NO: 480 | E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STA: 2929+50E - STA: 2940+00E

STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged/Unusable Pavement Material	AREA (SF) Fill	AREA (SF) Marsh Exc	AREA (SF) Rock Exc	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2929+50E	0.00	65.84	25.00	81.66	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2929+62E	11.97	67.41	25.00	88.30	0.00	0.00	0.00	30	11	38	0	0	0	30	47	0	0	0	0.00	0.00	-28.64
2930+00E	38.03	74.11	25.00	74.71	0.00	0.00	0.00	100	35	115	0	0	0	129	191	0	0	0	0.00	0.00	-107.69
2930+15E	15.45	76.72	25.00	72.24	0.00	0.00	0.00	43	14	42	0	0	0	172	243	0	0	0	0.00	0.00	-131.40
2930+39E	24.00	51.10	25.00	64.72	0.00	0.00	0.00	57	22	61	0	0	0	229	319	0	0	0	0.00	0.00	-172.89
2930+50E	10.65	44.44	25.00	59.57	0.00	0.00	0.00	19	10	25	0	0	0	248	350	0	0	0	0.00	0.00	-194.55
2930+69E	18.83	42.17	25.00	53.99	0.00	0.00	0.00	30	17	40	0	0	0	278	399	0	0	0	0.00	0.00	-231.29
2930+97E	28.53	41.80	25.00	37.59	0.00	0.00	0.00	44	26	48	0	0	0	323	460	0	0	0	0.00	0.00	-273.82
2931+00E	2.54	41.85	25.00	35.35	0.00	0.00	0.00	4	2	3	0	0	0	327	464	0	0	0	0.00	0.00	-276.53
2931+22E	22.41	41.85	18.75	28.21	0.00	0.00	0.00	35	18	26	0	0	0	361	497	0	0	0	0.00	0.00	-292.93
2931+38E	16.04	41.68	18.75	19.58	0.00	0.00	0.00	25	11	14	0	0	0	386	515	0	0	0	0.00	0.00	-297.00
2931+50E	11.55	42.55	18.75	16.93	0.00	0.00	0.00	18	8	8	0	0	0	404	525	0	0	0	0.00	0.00	-296.77
2931+53E	3.14	42.82	18.75	18.43	0.00	0.00	0.00	5	2	2	0	0	0	409	527	0	0	0	0.00	0.00	-296.56
2931+69E	16.05	44.29	18.75	21.46	0.00	0.00	0.00	26	11	12	0	0	0	435	542	0	0	0	0.00	0.00	-296.63
2931+94E	24.95	40.89	18.75	27.10	0.00	0.00	0.00	39	17	22	0	0	0	474	570	0	0	0	0.00	0.00	-302.64
2932+00E	5.86	40.81	18.75	30.70	0.00	0.00	0.00	9	4	6	0	0	0	483	578	0	0	0	0.00	0.00	-305.69
2932+23E	22.66	41.96	18.75	37.62	0.00	0.00	0.00	35	16	29	0	0	0	518	614	0	0	0	0.00	0.00	-322.53
2932+50E	27.34	45.88	18.75	43.17	0.00	0.00	0.00	44	19	41	0	0	0	562	665	0	0	0	0.00	0.00	-348.17
2932+76E	26.14	51.54	18.75	45.76	0.00	0.00	0.00	47	18	43	0	0	0	609	719	0	0	0	0.00	0.00	-372.98
2933+00E	23.86	55.26	18.75	46.76	0.00	0.00	0.00	47	17	41	0	0	0	657	770	0	0	0	0.00	0.00	-393.45
2933+30E	29.62	57.30	18.75	34.89	0.00	0.00	0.00	62	21	45	0	0	0	718	826	0	0	0	0.00	0.00	-408.27
2933+50E	20.38	57.52	18.75	31.56	0.00	0.00	0.00	43	14	25	0	0	0	762	857	0	0	0	0.00	0.00	-410.44
2934+00E	50.00	51.25	18.75	27.26	0.00	0.00	0.00	101	35	54	0	0	0	862	925	0	0	0	0.00	0.00	-412.53
2934+50E	50.00	62.52	18.75	16.82	0.00	0.00	0.00	105	35	41	0	0	0	968	976	0	0	0	0.00	0.00	-392.93
2935+00E	50.00	73.53	18.75	8.88	0.00	0.00	0.00	126	35	24	0	0	0	1,094	1,006	0	0	0	0.00	0.00	-331.43
2935+50E	50.00	83.28	18.75	4.15	0.00	0.00	0.00	145	35	12	0	0	0	1,239	1,021	0	0	0	0.00	0.00	-236.03
2936+00E	50.00	77.51	18.75	8.63	0.00	0.00	0.00	149	35	12	0	0	0	1,388	1,036	0	0	0	0.00	0.00	-136.65
2936+50E	50.00	64.34	18.75	10.19	0.00	0.00	0.00	131	35	17	0	0	0	1,519	1,058	0	0	0	0.00	0.00	-61.81
2937+00E	50.00	59.42	18.75	14.57	0.00	0.00	0.00	115	35	23	0	0	0	1,634	1,086	0	0	0	0.00	0.00	-10.60
2937+50E	50.00	39.87	18.75	17.43	0.00	0.00	0.00	92	35	30	0	0	0	1,726	1,123	0	0	0	0.00	0.00	9.58
2938+00E	50.00	34.96	18.75	20.55	0.00	0.00	0.00	69	35	35	0	0	0	1,795	1,167	0	0	0	0.00	0.00	0.20
2938+46E	45.55	38.17	18.75	23.73	0.00	0.00	0.00	62	32	37	0	0	0	1,857	1,214	0	0	0	0.00	0.00	-16.44
2938+50E	4.45	39.71	18.75	23.73	0.00	0.00	0.00	6	3	4	0	0	0	1,863	1,219	0	0	0	0.00	0.00	-18.00
2939+00E	50.00	46.22	18.75	4.73	0.00	0.00	0.00	80	35	26	0	0	0	1,943	1,252	0	0	0	0.00	0.00	-6.09
2939+50E	50.00	66.80	18.75	0.00	0.00	0.00	0.00	105	35	4	0	0	0	2,047	1,257	0	0	0	0.00	0.00	58.35
2939+86E	36.23	386.66	18.75	0.00	0.00	0.00	0.00	304	25	0	0	0	0	2,352	1,257	0	0	0	0.00	0.00	337.45
2940+00E	13.77	285.96	18.75	0.00	0.00	0.00	0.00	171	10	0	0	0	0	2,523	1,257	0	0	0	0.00	0.00	499.38
								2,523	766	1,006	0	0	0								

9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EARTHWORK SUMMARY	SHEET NO: 481	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STA: 2943+00 - STA: 2951+50

STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) Marsh Exc	AREA (SF) Rock Exc	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Incremental Vol (CY) (Unadjusted) Rock Exc	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY) Expanded Rock 1.10	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2943+00	0.00	12.12	1.52	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2943+08	8.49	19.72	1.56	0.00	0.00	0.00	0.00	5	0	0	0	0	0	5	0	0	0	0	0.00	0.00	4.52
2943+50	41.51	19.95	1.75	0.00	0.00	0.00	0.00	30	3	0	0	0	0	35	0	0	0	0	0.00	0.00	32.47
2943+68	18.49	17.86	1.83	5.68	0.00	0.00	0.00	13	1	2	0	0	0	48	2	0	0	0	0.00	0.00	41.76
2944+00	31.51	18.09	1.99	0.00	0.00	0.00	0.00	21	2	3	0	0	0	69	7	0	0	0	0.00	0.00	56.37
2944+28	28.49	18.83	2.09	0.00	0.00	0.00	0.00	19	2	0	0	0	0	89	7	0	0	0	0.00	0.00	73.69
2944+50	21.51	19.87	2.18	0.00	0.00	0.00	0.00	15	2	0	0	0	0	104	7	0	0	0	0.00	0.00	87.41
2945+00	50.00	20.94	2.41	0.00	0.00	0.00	0.00	38	4	0	0	0	0	142	7	0	0	0	0.00	0.00	120.96
2945+50	50.00	24.89	2.62	0.00	0.00	0.00	0.00	42	5	0	0	0	0	185	7	0	0	0	0.00	0.00	158.75
2946+00	50.00	28.23	2.84	0.00	0.00	0.00	0.00	49	5	0	0	0	0	234	7	0	0	0	0.00	0.00	202.88
2946+50	50.00	27.11	3.07	0.00	0.00	0.00	0.00	51	5	0	0	0	0	285	7	0	0	0	0.00	0.00	248.65
2947+00	50.00	27.74	3.28	0.00	0.00	0.00	0.00	51	6	0	0	0	0	336	7	0	0	0	0.00	0.00	293.56
2947+50	50.00	28.85	3.59	0.00	0.00	0.00	0.00	52	6	0	0	0	0	388	7	0	0	0	0.00	0.00	339.60
2948+00	50.00	44.16	4.16	0.00	0.00	0.00	0.00	68	7	0	0	0	0	456	7	0	0	0	0.00	0.00	400.03
2948+47	46.81	44.66	5.82	0.00	0.00	0.00	0.00	77	9	0	0	0	0	533	7	0	0	0	0.00	0.00	468.39
2948+50	3.19	44.81	5.94	0.00	0.00	0.00	0.00	5	1	0	0	0	0	538	7	0	0	0	0.00	0.00	472.97
2949+00	50.00	56.10	5.73	0.00	0.00	0.00	0.00	93	11	0	0	0	0	631	7	0	0	0	0.00	0.00	555.60
2949+17	16.96	58.95	5.74	0.00	0.00	0.00	0.00	36	4	0	0	0	0	668	7	0	0	0	0.00	0.00	588.13
2949+35	18.31	77.64	7.00	0.03	0.00	0.00	0.00	46	4	0	0	0	0	714	7	0	0	0	0.00	0.00	630.12
2949+50	14.73	79.80	6.97	0.02	0.00	0.00	0.00	43	4	0	0	0	0	757	7	0	0	0	0.00	0.00	669.23
2949+67	16.81	79.70	6.95	0.01	0.00	0.00	0.00	50	4	0	0	0	0	807	7	0	0	0	0.00	0.00	714.55
2949+73	6.52	78.81	6.94	0.00	0.00	0.00	0.00	19	2	0	0	0	0	826	7	0	0	0	0.00	0.00	732.02
2950+00	26.66	57.51	5.90	0.00	0.00	0.00	0.00	67	6	0	0	0	0	893	7	0	0	0	0.00	0.00	792.99
2950+07	6.59	57.98	5.91	0.00	0.00	0.00	0.00	14	1	0	0	0	0	907	7	0	0	0	0.00	0.00	805.65
2950+50	43.41	51.44	5.95	0.00	0.00	0.00	0.00	88	10	0	0	0	0	995	7	0	0	0	0.00	0.00	884.06
2951+00	50.00	30.69	2.94	0.02	0.00	0.00	0.00	76	8	0	0	0	0	1,071	7	0	0	0	0.00	0.00	951.84
2951+48	47.89	26.73	0.99	0.00	0.00	0.00	0.00	51	3	0	0	0	0	1,122	7	0	0	0	0.00	0.00	999.26
2951+50	2.11	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	1,123	7	0	0	0	0.00	0.00	1,000.26
								1,123	116	5	0	0	0								

9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EARTHWORK SUMMARY	SHEET NO: 482	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STA: 506+00B - STA: 534+17B

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
506+00B	0.00	45.65	28.98	26.02	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
506+05B	5.47	56.62	29.63	25.18	0.00	0.00	0.00	10	6	5	0	0	0	10	6	0	0	0	0.00	0.00	-2.06
506+50B	44.53	52.84	33.50	14.61	0.00	0.00	0.00	90	52	33	0	0	0	101	47	0	0	0	0.00	0.00	-4.87
507+00B	50.00	55.11	37.92	0.00	0.00	0.00	0.00	100	66	14	0	0	0	201	64	0	0	0	0.00	0.00	12.04
507+50B	50.00	59.83	40.84	0.00	0.00	0.00	0.00	106	73	0	0	0	0	307	64	0	0	0	0.00	0.00	45.54
508+00B	50.00	61.28	47.73	0.00	0.00	0.00	0.00	112	82	0	0	0	0	419	64	0	0	0	0.00	0.00	75.67
508+50B	50.00	64.36	52.70	1.43	0.00	0.00	0.00	116	93	1	0	0	0	535	66	0	0	0	0.00	0.00	97.36
509+00B	50.00	68.77	55.70	15.01	0.00	0.00	0.00	123	100	15	0	0	0	659	85	0	0	0	0.00	0.00	101.22
509+50B	50.00	75.13	57.95	15.54	0.00	0.00	0.00	133	105	28	0	0	0	792	120	0	0	0	0.00	0.00	93.88
510+00B	50.00	80.10	60.95	5.50	0.00	0.00	0.00	144	110	19	0	0	0	936	145	0	0	0	0.00	0.00	103.17
510+50B	50.00	80.09	63.80	22.75	0.00	0.00	0.00	148	116	26	0	0	0	1,084	178	0	0	0	0.00	0.00	103.28
510+57B	7.00	80.51	0.00	22.76	0.00	0.00	0.00	21	8	6	0	0	0	1,105	185	0	0	0	0.00	0.00	108.45
511+00B	43.00	92.47	66.20	6.22	0.00	0.00	0.00	138	53	23	0	0	0	1,243	214	0	0	0	0.00	0.00	164.64
511+42B	41.56	99.80	67.70	3.77	0.00	0.00	0.00	148	103	8	0	0	0	1,391	223	0	0	0	0.00	0.00	199.96
511+50B	8.44	101.51	66.29	3.54	0.00	0.00	0.00	31	21	1	0	0	0	1,422	225	0	0	0	0.00	0.00	209.05
512+00B	50.00	32.01	38.28	0.39	0.00	0.00	0.00	124	97	4	0	0	0	1,546	229	0	0	0	0.00	0.00	231.31
512+50B	50.00	34.15	38.28	0.00	0.00	0.00	0.00	61	71	0	0	0	0	1,607	230	0	0	0	0.00	0.00	221.23
513+00B	50.00	40.25	38.28	0.00	0.00	0.00	0.00	69	71	0	0	0	0	1,676	230	0	0	0	0.00	0.00	219.23
513+50B	50.00	44.24	38.28	0.00	0.00	0.00	0.00	78	71	0	0	0	0	1,754	230	0	0	0	0.00	0.00	226.57
514+00B	50.00	49.36	38.28	0.00	0.00	0.00	0.00	87	71	0	0	0	0	1,841	230	0	0	0	0.00	0.00	242.35
514+50B	50.00	58.36	38.28	0.14	0.00	0.00	0.00	100	71	0	0	0	0	1,940	230	0	0	0	0.00	0.00	271.04
515+00B	50.00	71.07	38.28	2.18	0.00	0.00	0.00	120	71	2	0	0	0	2,060	233	0	0	0	0.00	0.00	317.31
515+20B	20.03	71.42	38.28	2.73	0.00	0.00	0.00	53	28	2	0	0	0	2,113	235	0	0	0	0.00	0.00	339.49
515+50B	29.97	73.01	38.28	2.92	0.00	0.00	0.00	80	42	3	0	0	0	2,193	239	0	0	0	0.00	0.00	373.24
516+00B	50.00	78.06	38.28	6.16	0.00	0.00	0.00	140	71	8	0	0	0	2,333	249	0	0	0	0.00	0.00	431.72
516+50B	50.00	79.63	38.28	7.15	0.00	0.00	0.00	146	71	12	0	0	0	2,479	265	0	0	0	0.00	0.00	491.42
517+00B	50.00	74.88	38.28	7.52	0.00	0.00	0.00	143	71	14	0	0	0	2,622	282	0	0	0	0.00	0.00	546.62
517+49B	49.00	78.22	38.28	6.61	0.00	0.00	0.00	139	69	13	0	0	0	2,761	298	0	0	0	0.00	0.00	600.04
517+50B	1.00	78.20	38.28	6.60	0.00	0.00	0.00	3	1	0	0	0	0	2,764	298	0	0	0	0.00	0.00	601.22
518+00B	50.00	79.34	38.28	4.08	0.00	0.00	0.00	146	71	10	0	0	0	2,910	310	0	0	0	0.00	0.00	663.85
518+50B	50.00	79.54	38.28	2.13	0.00	0.00	0.00	147	71	6	0	0	0	3,057	318	0	0	0	0.00	0.00	732.90
519+00B	50.00	69.71	38.28	1.77	0.00	0.00	0.00	138	71	4	0	0	0	3,195	322	0	0	0	0.00	0.00	795.70
519+50B	50.00	59.98	38.41	2.97	0.00	0.00	0.00	120	71	4	0	0	0	3,315	328	0	0	0	0.00	0.00	839.30
519+56B	6.26	59.21	38.91	2.55	0.00	0.00	0.00	14	9	1	0	0	0	3,329	328	0	0	0	0.00	0.00	843.35
520+00B	43.74	71.34	46.69	3.45	0.00	0.00	0.00	106	69	5	0	0	0	3,435	334	0	0	0	0.00	0.00	873.69
520+37B	37.29	52.07	34.28	0.00	0.00	0.00	0.00	85	56	2	0	0	0	3,520	337	0	0	0	0.00	0.00	900.02
520+50B	12.71	65.62	53.65	0.00	0.00	0.00	0.00	28	21	0	0	0	0	3,548	337	0	0	0	0.00	0.00	907.03
520+73B	22.62	64.14	44.86	16.00	0.00	0.00	0.00	54	41	7	0	0	0	3,602	346	0	0	0	0.00	0.00	911.74
521+00B	27.38	52.94	40.28	0.00	0.00	0.00	0.00	59	43	8	0	0	0	3,662	356	0	0	0	0.00	0.00	917.78
521+50B	50.00	52.49	37.38	0.01	0.00	0.00	0.00	98	72	0	0	0	0	3,759	356	0	0	0	0.00	0.00	943.48
522+00B	50.00	54.76	37.38	0.00	0.00	0.00	0.00	99	69	0	0	0	0	3,859	356	0	0	0	0.00	0.00	973.56
522+50B	50.00	58.71	37.38	0.00	0.00	0.00	0.00	105	69	0	0	0	0	3,964	356	0	0	0	0.00	0.00	1,009.40
523+00B	50.00	60.54	37.38	0.00	0.00	0.00	0.00	110	69	0	0	0	0	4,074	356	0	0	0	0.00	0.00	1,050.60
523+50B	50.00	61.68	37.38	0.14	0.00	0.00	0.00	113	69	0	0	0	0	4,187	356	0	0	0	0.00	0.00	1,094.38
523+74B	24.00	63.90	37.38	0.01	0.00	0.00	0.00	56	33	0	0	0	0	4,243	356	0	0	0	0.00	0.00	1,116.89
524+00B	26.00	64.28	37.38	0.00	0.00	0.00	0.00	62	36	0	0	0	0	4,305	356	0	0	0	0.00	0.00	1,142.60
524+50B	50.00	66.87	35.04	18.95	0.00	0.00	0.00	121	67	18	0	0	0	4,426	378	0	0	0	0.00	0.00	1,175.05
524+75B	25.00	77.51	40.63	0.00	0.00	0.00	0.00	67	35	9	0	0	0	4,493	389	0	0	0	0.00	0.00	1,195.89
525+00B	25.00	55.27	27.46	0.00	0.00	0.00	0.00	61	32	0	0	0	0	4,554	389	0	0	0	0.00	0.00	1,225.83
525+25B	25.00	63.06	49.53	11.46	0.00	0.00	0.00	55	36	5	0	0	0	4,609	396	0	0	0	0.00	0.00	1,238.34
525+50B	25.00	86.08	58.43	0.34	0.00	0.00	0.00	69	50	5	0	0	0	4,678	403	0	0	0	0.00	0.00	1,250.58
526+00B	50.00	105.85	38.28	0.91	0.00	0.00	0.00	178	90	1	0	0	0	4,856	404	0	0	0	0.00	0.00	1,337.30
526+50B	50.00	206.42	38.28	0.00	0.00	0.00	0.00	289	71	1	0	0	0	5,145	405	0	0	0	0.00	0.00	1,554.50
526+70B	20.00	222.36	38.28	0.00	0.00	0.00	0.00	159	28	0	0	0	0	5,304	405	0	0	0	0.00	0.00	1,684.95
527+00B	30.00	86.49	38.28	0.00	0.00	0.00	0.00	172	43	0	0	0	0	5,476	405	0	0	0	0.00	0.00	1,814.00
527+50B	50.00	100.31	38.28	0.00	0.00	0.00	0.00	173	71	0	0	0	0	5,648	405	0	0	0	0.00	0.00	1,916.07
528+00B	50.00	100.83	38.28	0.00	0.00	0.00	0.00	186	71	0	0	0	0	5,835	405	0	0	0	0.00	0.00	2,031.42
528+50B	50.00	106.27	38.28	0.00	0.00	0.00	0.00	192	71	0	0	0	0	6,026	405	0	0	0	0.00	0.00	2,152.30
529+00B	50.00	101.30	38.28	0.00	0.00	0.00	0.00	192	71	0	0	0	0	6,219	405	0	0	0	0.00	0.00	2,273.61
529+50B	50.00	105.97	40.98	0.00	0.00	0.00	0.00	192	73	0	0	0	0	6,411	405	0	0	0	0.00	0.00	2,392.13
529+84B	34.00	162.84	0.00	0.00	0.00	0.00	0.00	169	26	0	0	0	0	6,580	405	0	0	0	0.00	0.00	2,535.58
530+00B	16.00	167.27	44.95	0.00	0.00	0.00	0.00	98	13	0	0	0	0	6,678	405	0	0	0	0.00	0.00	2,620.07
530+50B	50.00	147.21	46.30	1.28	0.00	0.00	0.00	291	84	1	0	0	0	6,969	407	0	0	0	0.00	0.00	2,825.29
531+00B	50.00	125.83	58.27	0.00	0.00	0.00	0.00	253	97	1	0	0	0	7,222	408	0	0	0	0.00	0.00	2,979.80
531+25B	25.00	84.99	63.06	0.00	0.00	0.00	0.00	98	56	0	0	0	0	7,319	408	0	0	0	0.00	0.00	3,021.24
531+50B	25.00	64.33	39.75	0.00	0.00	0.00	0.00	69	48	0	0	0	0	7,388	408	0	0	0	0.00	0.00	3,042.77
531+75B	25.00	83.18	56.33	1.44	0.00	0.00	0.00	68	44	1	0	0	0	7,457	409	0	0	0	0.00	0.00	3,065.75
532+00B	25.00	184.14	48.40	0.00	0.00	0.00	0.00	124	48	1	0	0	0	7,580	410	0	0	0	0.00	0.00	3,140.19
532+40B	39.90	184.68	46.41	0.00	0.00	0.00	0.00	273	70	0	0	0	0	7,853	410	0	0	0	0.00	0.00	3,342.66
532+50B	10.10	162.59	46.44	0.00	0.00	0.00	0.00	65	17	0	0	0	0	7,918	410	0	0	0	0.00	0.00	3,390.24
533+00B	50.00	104.07	46.98	0.00	0.00	0.00	0.00	247	87	0	0	0	0	8,165	410	0	0	0	0.00	0.00	3,550.64
533+50B	50.00	0.00	48.93	0.00	0.00	0.00	0.00	96	89	0	0	0	0	8,261	410	0	0	0	0.00	0.00	3,558.20
534+00B	50.00	0.00	50.80	0.00	0.00	0.00	0.00	0	92	0	0	0	0	8,261	410	0	0	0	0.00	0.00	3,465.85
534+17B	17.49	0.00	50.80	0.00	0.00	0.00	0.00	0	33	0	0	0	0	8,261	410	0	0	0	0.00	0.00	3,432.95
								8,261	4,419	328	0	0	0								

9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EARTHWORK SUMMARY	SHEET NO: 483	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STA: 511+50C - STA: 534+16C

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
511+50C	0.00	69.12	12.81	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
512+00C	49.60	73.74	13.19	0.00	0.00	0.00	0.00	131	24	0	0	0	0	131	0	0	0	0	0.00	0.00	107.34
512+50C	50.00	64.78	13.72	0.00	0.00	0.00	0.00	128	25	0	0	0	0	259	0	0	0	0	0.00	0.00	210.69
513+00C	50.00	58.29	14.29	0.00	0.00	0.00	0.00	114	26	0	0	0	0	373	0	0	0	0	0.00	0.00	298.71
513+50C	50.00	49.11	14.89	0.00	0.00	0.00	0.00	99	27	0	0	0	0	473	0	0	0	0	0.00	0.00	371.14
514+00C	50.00	45.28	15.64	0.04	0.00	0.00	0.00	87	28	0	0	0	0	560	0	0	0	0	0.00	0.00	430.22
514+50C	50.00	41.12	16.31	1.01	0.00	0.00	0.00	80	30	1	0	0	0	640	1	0	0	0	0.00	0.00	479.44
515+00C	50.00	36.87	16.97	3.33	0.00	0.00	0.00	72	31	4	0	0	0	713	6	0	0	0	0.00	0.00	515.82
515+20C	20.00	36.12	17.29	3.51	0.00	0.00	0.00	27	13	3	0	0	0	740	9	0	0	0	0.00	0.00	526.99
515+50C	30.00	35.63	17.60	3.38	0.00	0.00	0.00	40	19	4	0	0	0	779	14	0	0	0	0.00	0.00	542.68
516+00C	50.00	36.75	18.24	1.29	0.00	0.00	0.00	67	33	4	0	0	0	846	20	0	0	0	0.00	0.00	571.11
516+50C	50.00	33.69	18.84	0.55	0.00	0.00	0.00	65	34	2	0	0	0	912	22	0	0	0	0.00	0.00	599.87
517+00C	50.00	29.47	19.37	1.01	0.00	0.00	0.00	58	35	1	0	0	0	970	24	0	0	0	0.00	0.00	621.17
517+49C	49.00	30.88	19.71	22.98	0.00	0.00	0.00	55	35	22	0	0	0	1,025	51	0	0	0	0.00	0.00	613.26
517+50C	1.00	31.33	20.04	20.47	0.00	0.00	0.00	1	1	1	0	0	0	1,026	52	0	0	0	0.00	0.00	612.67
518+00C	50.00	35.20	20.57	0.00	0.00	0.00	0.00	62	38	19	0	0	0	1,088	75	0	0	0	0.00	0.00	612.98
518+50C	50.00	37.26	20.94	0.00	0.00	0.00	0.00	67	38	0	0	0	0	1,155	75	0	0	0	0.00	0.00	641.63
519+00C	50.00	40.38	21.16	0.00	0.00	0.00	0.00	72	39	0	0	0	0	1,227	75	0	0	0	0.00	0.00	674.54
519+50C	50.00	42.93	23.94	0.92	0.00	0.00	0.00	77	42	1	0	0	0	1,304	77	0	0	0	0.00	0.00	708.85
519+56C	6.00	44.24	28.26	1.21	0.00	0.00	0.00	10	6	0	0	0	0	1,313	77	0	0	0	0.00	0.00	712.43
520+00C	44.00	67.23	32.58	16.58	0.00	0.00	0.00	91	50	14	0	0	0	1,404	95	0	0	0	0.00	0.00	735.57
520+37C	36.56	51.99	30.00	0.00	0.00	0.00	0.00	81	42	11	0	0	0	1,485	109	0	0	0	0.00	0.00	759.89
520+50C	13.44	67.12	36.30	0.00	0.00	0.00	0.00	30	16	0	0	0	0	1,515	109	0	0	0	0.00	0.00	773.03
520+76C	26.03	62.72	28.78	35.82	0.00	0.00	0.00	63	31	17	0	0	0	1,577	131	0	0	0	0.00	0.00	782.66
521+00C	23.97	55.77	25.38	5.22	0.00	0.00	0.00	53	24	18	0	0	0	1,630	153	0	0	0	0.00	0.00	788.44
521+50C	50.00	49.13	22.38	6.23	0.00	0.00	0.00	97	44	11	0	0	0	1,727	167	0	0	0	0.00	0.00	828.10
522+00C	50.00	55.32	22.38	0.00	0.00	0.00	0.00	97	41	6	0	0	0	1,824	174	0	0	0	0.00	0.00	876.16
522+50C	50.00	57.87	22.38	0.00	0.00	0.00	0.00	105	41	0	0	0	0	1,928	174	0	0	0	0.00	0.00	939.52
523+00C	50.00	61.35	22.38	0.00	0.00	0.00	0.00	110	41	0	0	0	0	2,039	174	0	0	0	0.00	0.00	1,008.47
523+50C	50.00	66.83	22.38	0.00	0.00	0.00	0.00	119	41	0	0	0	0	2,158	174	0	0	0	0.00	0.00	1,085.71
523+74C	24.00	71.32	22.38	0.00	0.00	0.00	0.00	61	20	0	0	0	0	2,219	174	0	0	0	0.00	0.00	1,127.22
524+00C	26.00	75.62	22.38	0.00	0.00	0.00	0.00	71	22	0	0	0	0	2,290	174	0	0	0	0.00	0.00	1,176.41
524+50C	50.00	80.88	22.38	0.00	0.00	0.00	0.00	145	41	0	0	0	0	2,435	174	0	0	0	0.00	0.00	1,279.87
525+00C	50.00	83.37	22.38	0.00	0.00	0.00	0.00	152	41	0	0	0	0	2,587	174	0	0	0	0.00	0.00	1,390.51
525+50C	50.00	96.40	33.10	0.00	0.00	0.00	0.00	166	51	0	0	0	0	2,753	174	0	0	0	0.00	0.00	1,505.59
526+00C	50.00	110.31	30.63	0.00	0.00	0.00	0.00	191	59	0	0	0	0	2,945	174	0	0	0	0.00	0.00	1,637.97
526+50C	50.00	112.40	30.33	0.00	0.00	0.00	0.00	206	56	0	0	0	0	3,151	174	0	0	0	0.00	0.00	1,787.74
526+70C	20.00	115.26	29.43	0.00	0.00	0.00	0.00	84	22	0	0	0	0	3,235	174	0	0	0	0.00	0.00	1,849.93
527+00C	30.00	112.83	28.53	0.00	0.00	0.00	0.00	127	32	0	0	0	0	3,362	174	0	0	0	0.00	0.00	1,944.45
527+50C	50.00	94.96	25.68	0.00	0.00	0.00	0.00	192	50	0	0	0	0	3,554	174	0	0	0	0.00	0.00	2,086.66
528+00C	50.00	107.34	22.90	0.00	0.00	0.00	0.00	187	45	0	0	0	0	3,741	174	0	0	0	0.00	0.00	2,228.99
528+50C	50.00	114.67	22.38	0.00	0.00	0.00	0.00	206	42	0	0	0	0	3,947	174	0	0	0	0.00	0.00	2,392.63
529+00C	50.00	121.40	22.38	0.00	0.00	0.00	0.00	219	41	0	0	0	0	4,166	174	0	0	0	0.00	0.00	2,569.76
529+50C	50.00	110.68	22.38	0.00	0.00	0.00	0.00	215	41	0	0	0	0	4,381	174	0	0	0	0.00	0.00	2,743.21
529+84C	34.00	110.36	22.38	0.01	0.00	0.00	0.00	139	28	0	0	0	0	4,520	174	0	0	0	0.00	0.00	2,854.20
530+00C	16.00	108.63	22.38	0.00	0.00	0.00	0.00	65	13	0	0	0	0	4,585	174	0	0	0	0.00	0.00	2,905.82
530+50C	50.00	77.97	23.05	5.14	0.00	0.00	0.00	173	42	5	0	0	0	4,757	180	0	0	0	0.00	0.00	3,030.59
531+00C	50.00	69.58	28.70	1.79	0.00	0.00	0.00	137	48	6	0	0	0	4,894	188	0	0	0	0.00	0.00	3,111.28
531+25C	25.00	62.89	31.73	8.11	0.00	0.00	0.00	61	28	5	0	0	0	4,955	194	0	0	0	0.00	0.00	3,138.91
531+50C	25.00	50.08	33.68	0.00	0.00	0.00	0.00	52	30	4	0	0	0	5,008	198	0	0	0	0.00	0.00	3,156.23
531+75C	25.00	76.14	42.13	0.00	0.00	0.00	0.00	58	35	0	0	0	0	5,066	198	0	0	0	0.00	0.00	3,179.57
532+00C	25.00	60.52	32.30	24.84	0.00	0.00	0.00	63	34	11	0	0	0	5,129	213	0	0	0	0.00	0.00	3,194.01
532+50C	50.00	51.80	26.23	0.00	0.00	0.00	0.00	104	54	23	0	0	0	5,233	241	0	0	0	0.00	0.00	3,215.07
533+00C	50.00	52.12	22.68	0.00	0.00	0.00	0.00	96	45	0	0	0	0	5,330	241	0	0	0	0.00	0.00	3,266.00
533+21C	21.00	59.03	23.44	0.00	0.00	0.00	0.00	43	18	0	0	0	0	5,373	241	0	0	0	0.00	0.00	3,291.29
533+23C	2.23	60.21	24.20	0.00	0.00	0.00	0.00	5	2	0	0	0	0	5,378	241	0	0	0	0.00	0.00	3,294.25
533+50C	26.77	0.00	24.90	0.00	0.00	0.00	0.00	30	24	0	0	0	0	5,408	241	0	0	0	0.00	0.00	3,299.75
534+00C	50.00	0.00	36.75	0.00	0.00	0.00	0.00	0	57	0	0	0	0	5,408	241	0	0	0	0.00	0.00	3,242.67
534+16C	15.51	0.00	36.75	0.00	0.00	0.00	0.00	0	21	0	0	0	0	5,408	241	0	0	0	0.00	0.00	3,221.56
								5,408	1,945	193	0	0	0								

STA: 0+05EA - STA: 0+34EA

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
00+05EA	0.00	43.02	8.15	13.69	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
00+25EA	19.73	21.98	5.45	0.00	0.00	0.00	0.00	24	5	5	0	0	0	24	6	0	0	0	0.00	0.00	12.53
00+34EA	9.23	2.78	0.75	0.00	0.00	0.00	0.00	4	1	0	0	0	0	28	6	0	0	0	0.00	0.00	15.70
								28	6	5	0	0	0								

STA: 0+00WA - STA: 0+48WA

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
000+00WA	0.00	0.48	0.25	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
000+25WA	24.76	46.46	7.50	0.22	0.00	0.00	0.00	22	4	0	0	0	0	22	0	0	0	0	0.00	0.00	17.84
000+48WA	22.71	26.64	5.75	0.00	0.00	0.00	0.00	31	6	0	0	0	0	52	0	0	0	0	0.00	0.00	42.89
								52	9	0	0	0	0								

STA: 2934+00D - STA: 2935+70D

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2934+00D	0.00	41.81	14.17	0.32	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2934+50D	50.00	45.00	14.17	2.06	0.00	0.00	0.00	80	26	2	0	0	0	80	3	0	0	0	0.00	0.00	51.39
2935+00D	50.00	49.40	14.17	23.35	0.00	0.00	0.00	87	26	24	0	0	0	168	32	0	0	0	0.00	0.00	83.15
2935+25D	25.00	71.01	14.25	30.25	0.00	0.00	0.00	56	13	25	0	0	0	224	63	0	0	0	0.00	0.00	94.71
2935+50D	25.00	37.92	26.37	4.35	0.00	0.00	0.00	50	19	16	0	0	0	274	83	0	0	0	0.00	0.00	106.31
2935+70D	19.53	0.77	0.75	0.00	0.00	0.00	0.00	14	10	2	0	0	0	288	85	0	0	0	0.00	0.00	108.52
								288	94	68	0	0	0								

STA: 2940+37F - STA: 2942+06F

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2940+37F	0.00	1.14	0.75	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2940+41F	4.17	10.05	6.83	0.00	0.00	0.00	0.00	1	1	0	0	0	0	1	0	0	0	0	0.00	0.00	0.28
2940+50F	8.79	32.83	18.73	0.00	0.00	0.00	0.00	7	4	0	0	0	0	8	0	0	0	0	0.00	0.00	3.10
2940+75F	25.00	49.97	25.85	3.42	0.00	0.00	0.00	38	21	2	0	0	0	46	2	0	0	0	0.00	0.00	18.81
2941+00F	25.00	34.00	19.63	8.69	0.00	0.00	0.00	39	21	6	0	0	0	85	9	0	0	0	0.00	0.00	29.62
2941+30F	29.58	49.35	17.06	0.00	0.00	0.00	0.00	46	20	5	0	0	0	131	15	0	0	0	0.00	0.00	49.23
2941+50F	20.42	51.68	16.01	0.00	0.00	0.00	0.00	38	13	0	0	0	0	169	15	0	0	0	0.00	0.00	74.93
2942+00F	50.00	56.94	14.40	0.00	0.00	0.00	0.00	101	28	0	0	0	0	269	15	0	0	0	0.00	0.00	147.35
2942+06F	6.44	58.25	12.41	0.00	0.00	0.00	0.00	14	3	0	0	0	0	283	15	0	0	0	0.00	0.00	157.89
								283	110	12	0	0	0								

9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EARTHWORK SUMMARY	SHEET NO: 485	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STA: 503+00B - STA: 512+50B (USH 12 WB Widening)

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
503+00B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
503+00B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
503+13B	12.70	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
503+50B	37.30	4.08	0.00	17.71	0.00	0.00	0.00	3	0	12	0	0	0	3	15	0	0	0	0.00	0.00	-12.48
504+00B	50.00	4.02	0.00	28.29	0.00	0.00	0.00	8	0	43	0	0	0	10	69	0	0	0	0.00	0.00	-58.22
504+50B	50.00	4.12	0.00	36.63	0.00	0.00	0.00	8	0	60	0	0	0	18	144	0	0	0	0.00	0.00	-125.82
505+00B	50.00	4.32	0.00	44.38	0.00	0.00	0.00	8	0	75	0	0	0	26	237	0	0	0	0.00	0.00	-211.77
505+50B	50.00	2.16	0.00	50.33	0.00	0.00	0.00	6	0	88	0	0	0	32	347	0	0	0	0.00	0.00	-315.39
506+00B	50.00	3.41	0.00	48.52	0.00	0.00	0.00	5	0	92	0	0	0	37	461	0	0	0	0.00	0.00	-424.64
506+05B	5.47	3.36	0.00	46.55	0.00	0.00	0.00	1	0	10	0	0	0	38	474	0	0	0	0.00	0.00	-435.99
506+50B	44.53	2.74	0.00	24.99	0.00	0.00	0.00	5	0	59	0	0	0	43	547	0	0	0	0.00	0.00	-504.72
507+00B	50.00	1.89	0.00	10.72	0.00	0.00	0.00	4	0	33	0	0	0	47	589	0	0	0	0.00	0.00	-541.76
507+50B	50.00	2.34	0.00	7.17	0.00	0.00	0.00	4	0	17	0	0	0	51	609	0	0	0	0.00	0.00	-558.55
508+00B	50.00	3.22	0.00	2.96	0.00	0.00	0.00	5	0	9	0	0	0	56	621	0	0	0	0.00	0.00	-565.12
508+50B	50.00	3.05	0.00	4.99	0.00	0.00	0.00	6	0	7	0	0	0	62	630	0	0	0	0.00	0.00	-568.51
509+00B	50.00	2.28	0.00	4.44	0.00	0.00	0.00	5	0	9	0	0	0	67	641	0	0	0	0.00	0.00	-574.49
509+50B	50.00	2.45	0.00	2.49	0.00	0.00	0.00	4	0	6	0	0	0	71	649	0	0	0	0.00	0.00	-578.13
510+00B	50.00	3.83	0.00	0.02	0.00	0.00	0.00	6	0	2	0	0	0	77	652	0	0	0	0.00	0.00	-575.22
510+50B	50.00	0.80	0.00	84.38	0.00	0.00	0.00	4	0	78	0	0	0	81	750	0	0	0	0.00	0.00	-668.62
511+00B	50.00	2.29	0.00	1.20	0.00	0.00	0.00	3	0	79	0	0	0	84	849	0	0	0	0.00	0.00	-764.82
511+42B	41.56	3.38	0.00	0.00	0.00	0.00	0.00	4	0	1	0	0	0	88	850	0	0	0	0.00	0.00	-761.61
511+50B	8.44	3.53	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	89	850	0	0	0	0.00	0.00	-760.53
512+00B	50.00	2.71	0.00	0.26	0.00	0.00	0.00	6	0	0	0	0	0	95	850	0	0	0	0.00	0.00	-755.05
512+40B	40.00	2.66	0.00	0.32	0.00	0.00	0.00	4	0	0	0	0	0	99	851	0	0	0	0.00	0.00	-751.60
512+50B	10.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	100	851	0	0	0	0.00	0.00	-751.18
								100	0	681	0	0	0								

STA: 534+44B - STA: 537+99B (USH 12 SOUTH Crossover)

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
534+44B	0.00	6.65	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
534+50B	6.15	16.47	3.73	0.00	0.00	0.00	0.00	3	0	0	0	0	0	3	0	0	0	0	0.00	0.00	2.21
534+75B	25.00	34.64	9.16	0.00	0.00	0.00	0.00	24	6	0	0	0	0	26	0	0	0	0	0.00	0.00	19.90
535+00B	25.00	42.04	11.07	0.00	0.00	0.00	0.00	35	9	0	0	0	0	62	0	0	0	0	0.00	0.00	46.04
535+25B	25.00	42.60	11.23	0.00	0.00	0.00	0.00	39	10	0	0	0	0	101	0	0	0	0	0.00	0.00	74.90
535+36B	11.23	41.45	11.27	0.00	0.00	0.00	0.00	17	5	0	0	0	0	118	0	0	0	0	0.00	0.00	87.70
535+50B	13.77	41.31	11.25	0.00	0.00	0.00	0.00	21	6	0	0	0	0	140	0	0	0	0	0.00	0.00	103.06
535+75B	25.00	40.28	11.23	0.00	0.00	0.00	0.00	38	10	0	0	0	0	177	0	0	0	0	0.00	0.00	130.43
536+00B	25.00	39.35	11.04	0.00	0.00	0.00	0.00	37	10	0	0	0	0	214	0	0	0	0	0.00	0.00	156.98
536+25B	25.00	37.12	10.53	0.00	0.00	0.00	0.00	35	10	0	0	0	0	250	0	0	0	0	0.00	0.00	182.40
536+50B	25.00	34.61	9.96	0.00	0.00	0.00	0.00	33	9	0	0	0	0	283	0	0	0	0	0.00	0.00	206.12
536+75B	25.00	33.11	9.38	0.00	0.00	0.00	0.00	31	9	0	0	0	0	314	0	0	0	0	0.00	0.00	228.52
537+00B	25.00	32.02	8.77	0.00	0.00	0.00	0.00	30	8	0	0	0	0	344	0	0	0	0	0.00	0.00	250.27
537+25B	25.00	30.27	8.19	0.00	0.00	0.00	0.00	29	8	0	0	0	0	373	0	0	0	0	0.00	0.00	271.26
537+50B	25.00	27.32	7.07	0.00	0.00	0.00	0.00	27	7	0	0	0	0	400	0	0	0	0	0.00	0.00	290.85
537+75B	25.00	25.46	7.00	0.00	0.00	0.00	0.00	24	7	0	0	0	0	424	0	0	0	0	0.00	0.00	308.78
537+99B	23.71	22.88	6.39	0.00	0.00	0.00	0.00	21	6	0	0	0	0	445	0	0	0	0	0.00	0.00	324.13
								445	121	0	0	0	0								

STA: 503+50B - STA:505+95B(USH 12 WIDENING REMOVAL)

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
503+50B	0.00	1.72	0.60	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
504+00B	50.00	5.03	1.60	0.00	0.00	0.00	0.00	6	2	0	0	0	0	6	0	0	0	0	0.00	0.00	4.22
504+50B	50.00	8.47	2.60	0.00	0.00	0.00	0.00	12	4	0	0	0	0	19	0	0	0	0	0.00	0.00	12.83
505+00B	50.00	12.01	3.50	0.00	0.00	0.00	0.00	19	6	0	0	0	0	38	0	0	0	0	0.00	0.00	26.14
505+50B	50.00	16.28	4.40	0.00	0.00	0.00	0.00	26	7	0	0	0	0	64	0	0	0	0	0.00	0.00	45.03
505+95B	45.00	18.35	4.60	0.00	0.00	0.00	0.00	29	7	0	0	0	0	93	0	0	0	0	0.00	0.00	66.39
								93	26	0	0	0	0								

STA: 2614+00 - STA: 2748+05 (Cont.)

STATION	Distance	AREA (SF) Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)									
		Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.50	Expanded Rock 1.10	Expanded EBS Backfill 1.30	Reduced Marsh in Fill 0.60	Reduced EBS In Fill 0.80	Mass Ordinate
								Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
2681+00	100.00	437.29	35.75	0.00	0.00	0.00	0.00	1,620	132	0	0	0	0	28,736	11,934	0	0	0	0.00	0.00	7,931.10
2682+00	100.00	340.96	35.75	0.00	0.00	0.00	0.00	1,441	132	0	0	0	0	30,177	11,934	0	0	0	0.00	0.00	9,239.90
2683+00	100.00	262.70	35.75	0.00	0.00	0.00	0.00	1,118	132	0	0	0	0	31,295	11,934	0	0	0	0.00	0.00	10,225.38
2684+00	100.00	241.69	35.75	0.00	0.00	0.00	0.00	934	132	0	0	0	0	32,229	11,934	0	0	0	0.00	0.00	11,027.04
2685+00	100.00	99.22	35.75	0.06	0.00	0.00	0.00	631	132	0	0	0	0	32,861	11,934	0	0	0	0.00	0.00	11,525.82
2686+00	100.00	80.23	35.75	0.00	0.00	0.00	0.00	332	132	0	0	0	0	33,193	11,934	0	0	0	0.00	0.00	11,725.59
2687+00	100.00	65.68	35.75	9.23	0.00	0.00	0.00	270	132	17	0	0	0	33,463	11,955	0	0	0	0.00	0.00	11,842.00
2687+02	2.12	65.25	35.75	9.82	0.00	0.00	0.00	5	3	1	0	0	0	33,468	11,956	0	0	0	0.00	0.00	11,843.40
2688+00	97.88	73.26	35.75	63.41	0.00	0.00	0.00	251	130	133	0	0	0	33,719	12,122	0	0	0	0.00	0.00	11,798.95
2689+00	100.00	78.45	35.75	95.27	0.00	0.00	0.00	281	132	294	0	0	0	34,000	12,490	0	0	0	0.00	0.00	11,580.17
2689+24	23.98	78.05	35.75	95.57	0.00	0.00	0.00	69	32	85	0	0	0	34,070	12,595	0	0	0	0.00	0.00	11,511.98
2690+00	76.02	81.60	35.75	82.54	0.00	0.00	0.00	225	101	251	0	0	0	34,295	12,909	0	0	0	0.00	0.00	11,322.65
2690+14	13.98	83.29	35.75	86.80	0.00	0.00	0.00	43	19	44	0	0	0	34,337	12,964	0	0	0	0.00	0.00	11,292.03
2690+44	30.43	84.57	35.75	176.13	0.00	0.00	0.00	95	40	148	0	0	0	34,432	13,149	0	0	0	0.00	0.00	11,161.14
2690+74	29.58	83.21	35.75	119.25	0.00	0.00	0.00	92	39	162	0	0	0	34,524	13,351	0	0	0	0.00	0.00	11,011.66
2691+00	26.02	82.94	35.75	106.53	0.00	0.00	0.00	80	34	109	0	0	0	34,604	13,487	0	0	0	0.00	0.00	10,921.29
2691+04	3.90	82.81	35.75	105.18	0.00	0.00	0.00	12	5	15	0	0	0	34,616	13,506	0	0	0	0.00	0.00	10,908.98
2692+00	96.10	70.21	35.75	114.58	0.00	0.00	0.00	272	127	391	0	0	0	34,888	13,995	0	0	0	0.00	0.00	10,565.21
2693+00	100.00	65.16	35.75	75.44	0.00	0.00	0.00	251	132	352	0	0	0	35,139	14,435	0	0	0	0.00	0.00	10,243.63
2694+00	100.00	68.75	35.75	17.85	0.00	0.00	0.00	248	132	173	0	0	0	35,387	14,651	0	0	0	0.00	0.00	10,143.26
2695+00	100.00	71.31	35.75	10.18	0.00	0.00	0.00	259	132	52	0	0	0	35,646	14,716	0	0	0	0.00	0.00	10,205.34
2695+08	8.38	71.81	35.75	10.31	0.00	0.00	0.00	22	11	3	0	0	0	35,668	14,720	0	0	0	0.00	0.00	10,212.48
2695+10	1.43	71.92	35.75	10.39	0.00	0.00	0.00	4	2	1	0	0	0	35,672	14,720	0	0	0	0.00	0.00	10,213.70
2695+25	15.49	72.69	35.75	13.34	0.00	0.00	0.00	41	21	7	0	0	0	35,714	14,729	0	0	0	0.00	0.00	10,226.17
2696+00	74.70	78.36	35.75	24.03	0.00	0.00	0.00	209	99	52	0	0	0	35,923	14,794	0	0	0	0.00	0.00	10,271.59
2696+25	25.00	87.64	35.75	20.28	0.00	0.00	0.00	77	33	21	0	0	0	35,999	14,819	0	0	0	0.00	0.00	10,289.70
2696+34	9.50	91.18	35.75	16.51	0.00	0.00	0.00	31	13	6	0	0	0	36,031	14,827	0	0	0	0.00	0.00	10,300.49
2696+50	15.58	99.95	35.75	6.76	0.00	0.00	0.00	55	21	7	0	0	0	36,086	14,836	0	0	0	0.00	0.00	10,326.61
2696+59	9.42	106.72	35.75	1.80	0.00	0.00	0.00	36	12	1	0	0	0	36,122	14,838	0	0	0	0.00	0.00	10,348.32
2696+75	15.50	121.69	35.75	0.00	0.00	0.00	0.00	66	21	1	0	0	0	36,188	14,838	0	0	0	0.00	0.00	10,392.71
2696+84	9.48	130.10	35.75	0.00	0.00	0.00	0.00	44	13	0	0	0	0	36,232	14,838	0	0	0	0.00	0.00	10,424.35
2697+00	15.52	137.76	35.75	0.00	0.00	0.00	0.00	77	21	0	0	0	0	36,309	14,838	0	0	0	0.00	0.00	10,480.80
2698+00	100.00	154.71	35.75	0.00	0.00	0.00	0.00	542	132	0	0	0	0	36,850	14,838	0	0	0	0.00	0.00	10,890.00
2699+00	100.00	166.23	35.75	0.00	0.00	0.00	0.00	594	132	0	0	0	0	37,445	14,838	0	0	0	0.00	0.00	11,351.92
2700+00	100.00	256.56	35.75	0.00	0.00	0.00	0.00	783	132	0	0	0	0	38,228	14,838	0	0	0	0.00	0.00	12,002.47
2701+00	100.00	215.60	35.75	0.00	0.00	0.00	0.00	874	132	0	0	0	0	39,102	14,838	0	0	0	0.00	0.00	12,744.44
2702+00	100.00	178.00	35.75	0.00	0.00	0.00	0.00	729	132	0	0	0	0	39,831	14,838	0	0	0	0.00	0.00	13,340.92
2703+00	100.00	158.22	35.75	0.00	0.00	0.00	0.00	623	132	0	0	0	0	40,454	14,838	0	0	0	0.00	0.00	13,831.14
2704+00	100.00	141.24	35.75	0.00	0.00	0.00	0.00	555	132	0	0	0	0	41,008	14,838	0	0	0	0.00	0.00	14,253.29
2705+00	100.00	121.91	35.75	0.00	0.00	0.00	0.00	487	132	0	0	0	0	41,496	14,838	0	0	0	0.00	0.00	14,608.21
2706+00	100.00	97.83	35.75	0.43	0.00	0.00	0.00	407	132	1	0	0	0	41,902	14,839	0	0	0	0.00	0.00	14,881.74
2707+00	100.00	123.73	35.75	0.21	0.00	0.00	0.00	410	132	1	0	0	0	42,313	14,841	0	0	0	0.00	0.00	15,158.16
2708+00	100.00	108.84	35.75	3.01	0.00	0.00	0.00	431	132	6	0	0	0	42,743	14,848	0	0	0	0.00	0.00	15,448.97
2709+00	100.00	69.06	35.75	3.75	0.00	18.66	0.00	329	132	13	0	35	0	43,073	14,816	0	38	0	0.00	0.00	15,677.88
2710+00	100.00	61.16	35.75	1.86	0.00	18.27	0.00	241	132	10	0	68	0	43,314	14,735	0	113	0	0.00	0.00	15,867.69
2711+00	100.00	71.65	35.75	3.66	0.00	26.01	0.00	246	132	10	0	82	0	43,560	14,635	0	203	0	0.00	0.00	16,081.21
2712+00	100.00	73.53	35.75	5.20	0.00	33.42	0.00	269	132	16	0	110	0	43,829	14,504	0	325	0	0.00	0.00	16,348.48
2713+00	100.00	48.54	35.75	7.80	0.00	1.75	0.00	226	132	24	0	65	0	44,055	14,445	0	396	0	0.00	0.00	16,501.59
2714+00	100.00	45.65	35.75	6.15	0.00	0.00	0.00	174	132	26	0	3	0	44,229	14,473	0	400	0	0.00	0.00	16,515.78
2715+00	100.00	47.82	35.75	5.93	0.00	0.00	0.00	173	132	22	0	0	0	44,402	14,501	0	400	0	0.00	0.00	16,528.50
2716+00	100.00	51.42	35.75	7.66	0.00	0.00	0.00	184	132	25	0	0	0	44,586	14,532	0	400	0	0.00	0.00	16,548.41
2717+00	100.00	52.60	35.75	19.73	0.00	0.00	0.00	193	132	51	0	0	0	44,779	14,596	0	400	0	0.00	0.00	16,545.24
2718+00	100.00	55.18	35.75	27.45	0.00	0.00	0.00	200	132	87	0	0	0	44,978	14,705	0	400	0	0.00	0.00	16,503.21
2718+02	2.49	55.18	35.75	27.28	0.00	0.00	0.00	5	3	3	0	0	0	44,983	14,708	0	400	0	0.00	0.00	16,501.85
2719+00	97.51	60.37	35.75	20.37	0.00	0.00	0.00	209	129	86	0	0	0	45,192	14,816	0	400	0	0.00	0.00	16,473.84
2720+00	100.00	60.30	35.75	18.87	0.00	0.00	0.00	223	132	73	0	0	0	45,416	14,906	0	400	0	0.00	0.00	16,474.08
2721+00	100.00	59.65	35.75	15.63	0.00	0.00	0.00	222	132	64	0	0	0	45,638	14,986	0	400	0	0.00	0.00	16,483.96
2722+00	100.00	58.69	35.75	17.06	0.00	0.00	0.00	219	132	61	0	0	0	45,857	15,062	0	400	0	0.00	0.00	16,495.04
2723+00	100.00	54.69	35.75	22.26	0.00	0.00	0.00	210	132	73	0	0	0	46,067	15,153	0	400	0	0.00	0.00	16,481.56
2724+00	100.00	52.68	35.75	23.90	0.00	0.00	0.00	199	132	85	0	0	0	46,266	15,260	0	400	0	0.00	0.00	16,441.15
2725+00	100.00	70.10	35.75	12.22	0.00	0.00	0.00	227	132	67	0	0	0	46,493	15,343	0	400	0	0.00	0.00	16,452.52
2725+08	7.97	70.96	35.75	11.76	0.00	0.00	0.00	21	11	4	0	0	0	46,514	15,348	0	400	0	0.00	0.00	16,458.36
2725+38	30.00	67.05	35.75	15.83	0.00	0.00	0.00	77	40	15	0	0	0	46,591	15,367	0	400	0	0.00	0.00	16,476.15
2725+68	30.00	67.50	35.75	20.23	0.00	0.00	0.00	75	40	20	0	0	0	46,665	15,392	0	400	0	0.00	0.00	16,486.13
2726+00	32.03	71.44	35.75	19.22	0.00	0.00	0.00	82	42	23	0	0	0	46,748	15,421	0	400	0	0.00	0.00	16,496.87
2727+00	100.00	77.18	35.75	17.92	0.00	0.00	0.00	275	132	69	0	0	0	47,023	15,507	0	400	0	0.00	0.00	16,553.71
2728+00	100.00	78.84	35.75	16.61	0.00	0.00	0.00	289	132	64	0	0	0	47,312	15,587	0	400	0	0.00	0.00	16,630.29
2729+00	100.00	77.76	35.75	10.92	0.00	0.00	0.00	290	132	51	0	0	0	47,602	15,651	0	400	0	0.00	0.00	16,724.15
2730+00	100.00	71.10	35.75	12.92	0.00	0.00	0.00	276	132	44	0	0	0	47,878	15,706	0	400	0	0.00	0.00	16,812.25
2731+00	100.00	67.09	35.75	10.88	0.00	0.00	0.00	256	132	44	0	0	0	48,133	15,761	0	400	0	0.00	0.00	16,880.66
2732+00	100.00	62.26	35.75	11.31	0.00	0.00	0.00	240	132	41	0	0	0	48,373	15,813	0	400	0	0.00	0.00	16,936.42
2733+00	100.00	48.47	35.75	5.33	0.00	0.00	0.00	205	132	31	0	0	0	48,578	15,851	0	400	0	0.00	0.00	16,970.55
2734+00	100.00	52.14	35.75	3.21	0.00	0.00	0.00	186	132	16	0	0	0	48,764	15,871	0	400	0	0.00	0.00	17,004.70
2735+00	100.00	36.25	35.75	5.63	0.00	0.00	0.00	164	132	16	0	0	0	48,928	15,891	0	400	0	0.00	0.00	17,015.53
2736+00	100.00	27.48	35.75	11.43	0.00	0.00	0.00	118	132	32	0	0	0	49,046	15,931	0	400	0	0.00	0.00	16,961.66
2737+00	100.00	19.99	35.75	11.78	0.00	0.00	0.00	88	132	43	0	0	0	49,134	15,984	0	400	0	0.00	0.00	16,863.45
2738+00	100.00	10.98	35.75	15.45	0.00	0.00	0.00	57	132	50	0	0	0	49,191	16,047	0	400	0	0.00	0.00	16,725.38
2739+00	100.00	5.22	35.75	20.67	0.00	0.00	0.00	30	132	67	0	0	0	49,221	16,131	0	400	0	0.00	0.00	16,539.36
2740+00	100.00	0.00	35.75	35.76	0.00	0.00	0.00	10	132	104	0	0	0	49,231	16,262	0	400	0	0.00	0.00	16,285.99
2740+52	52.06	0.00	35.75	59.75	0.00	0.00	0.00	0	69	92	0	0	0	49,231	16,377	0	400	0	0.00	0.00	16,101.96
2741+00	47.94	17.27	35.75	60.90	0.00	0.00	0.00	15	63	107	0	0	0	49,246	16,511	0	400	0	0.00	0.00	15,919.94
2742+00	100.00	0.00	35.75	112.99	0.00	0.00	0.00	32	132	322	0	0	0	49,278	16,913	0	400	0	0.00	0.00	15,417.00
2742+40	39.73	0.00	35.75	139.22	0.00	0.00	0.00	0	53	186	0	0	0	49,278	17,145	0	400	0	0.00	0.00	15,132.44
2743+00	60.27	0.00	35.75	206.88	0.00	0.00	0.00	0	80	386	0	0	0	49,278	17,628	0	400	0	0.00	0.00	14,569.79
2743+15	14.51	0.00	35.75	223.45	0.00	0.00	0.00	0	19	116	0	0	0	49,278	17,773	0	400	0	0.00	0.00	14,406.05
2743+60	45.22	0.00	35.75	305.96	0.00	0.00	0.00	0	60	443	0	0	0	49,278	18,327	0	400	0	0.00	0.00	13,791.97
2743+85	25.00	0.00	35.75	315.69	0.00	0.00	0.00	0	33	288	0	0	0	49,278	18,687	0	400	0	0.00	0.00	13,399.12
2744+00	15.27	0.00	35.75	317.88	0.00	0.00	0.00	0	20	179	0	0	0	49,278	18,910	0	400	0	0.00	0.00	13,154.97
2744+10	9.73	0.00	35.75	324.05	0.00	0.00	0.00	0	13	116	0	0	0	49,278	19,055	0	400	0	0.00	0.00	12,997.48
2744+14	3.97	0.00	35.75	326.70	0.00	0.00	0.00	0	5	48	0	0	0	49,278	19,115	0	400	0	0.00	0.00	12,932.49
2745+00	86.30	0.00	35.75	225.26	0.00	0.00	0.00	0	114	882	0	0	0	49,278	20,217	0	400	0	0.00	0.00	11,715.53
2746+00	100.00	1.48	35.75	146.60	0.00	0.00	0.00	3	132	689	0	0	0	49,281	21,078	0	400	0	0.00	0.00	10,725.06
2746+75	74.51	2.97	35.75	147.62	0.00	0.00	0.00	6	99	406	0	0	0	49,287	21,586	0	400	0	0.00	0.00	10,125.07
2747+00	25.00	2.07	35.75	153.27	0.00	0.00	0.00	2	33	139	0	0	0	49,290	21,760	0	400	0	0.00	0.00	9,920.17
2747+00	0.49	2.09	35.75	153.00	0.00	0.00	0.00	0	1	3	0	0	0	49,290	21,763	0	400	0	0.00	0.00	9,916.08
2747+25	24.51	3.36	35.75	122.28	0.00	0.00	0.00	2	32	125	0	0	0	49,292	21,920	0	400	0	0.00	0.00	9,729.92

STA: 2614+00 - STA: 2748+05 (Cont.)

		AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
STATION	Distance	Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2748+00	75.49	4.79	8.00	209.92	0.00	0.00	0.00	11	61	464	0	0	0	49,303	22,500	0	400	0	0.00	0.00	9,099.64
2748+05	4.50	0.00	4.00	0.00	0.00	0.00	0.00	0	1	17	0	0	0	49,304	22,522	0	400	0	0.00	0.00	9,077.17
								49,304	17,705	18,417	0	363	0								

9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EARTHWORK SUMMARY	SHEET NO: 488	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STA: 2749+66 - STA: 2790+83

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2749+66	0.00	0.00	7.75	57.46	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2750+31	64.86	0.00	35.75	155.52	0.00	0.00	0.00	0	52	256	0	0	0	0	320	0	0	0	0.00	0.00	-371.98
2751+00	68.79	0.86	35.75	127.71	0.00	0.00	0.00	1	91	361	0	0	0	1	771	0	0	0	0.00	0.00	-913.00
2751+61	61.11	2.65	35.75	123.98	0.00	0.00	0.00	4	81	285	0	0	0	5	1,127	0	0	0	0.00	0.00	-1,345.97
2751+81	19.78	2.78	35.75	367.91	0.00	0.00	0.00	2	26	180	0	0	0	7	1,352	0	0	0	0.00	0.00	-1,595.34
2751+97	15.82	2.69	35.75	330.83	0.00	0.00	0.00	2	21	205	0	0	0	9	1,608	0	0	0	0.00	0.00	-1,870.53
2752+00	3.30	2.67	35.75	329.30	0.00	0.00	0.00	0	4	40	0	0	0	9	1,658	0	0	0	0.00	0.00	-1,924.96
2753+00	100.00	0.02	35.75	314.79	0.00	0.00	0.00	5	132	1,193	0	0	0	14	3,149	0	0	0	0.00	0.00	-3,543.33
2754+00	100.00	0.00	35.75	260.48	0.00	0.00	0.00	0	132	1,065	0	0	0	14	4,481	0	0	0	0.00	0.00	-5,007.34
2755+00	100.00	0.00	35.75	181.27	0.00	0.00	0.00	0	132	818	0	0	0	14	5,503	0	0	0	0.00	0.00	-6,162.30
2755+21	21.11	0.00	35.75	162.16	0.00	0.00	0.00	0	28	134	0	0	0	14	5,671	0	0	0	0.00	0.00	-6,358.07
2756+00	78.89	0.00	35.75	97.84	0.00	0.00	0.00	0	104	380	0	0	0	14	6,146	0	0	0	0.00	0.00	-6,937.33
2757+00	100.00	5.68	35.75	34.07	0.00	0.00	0.00	11	132	244	0	0	0	25	6,451	0	0	0	0.00	0.00	-7,364.59
2758+00	100.00	34.14	35.75	14.33	0.00	0.00	0.00	74	132	90	0	0	0	98	6,563	0	0	0	0.00	0.00	-7,535.32
2759+00	100.00	54.20	35.75	7.25	0.00	0.00	0.00	164	132	40	0	0	0	262	6,613	0	0	0	0.00	0.00	-7,554.10
2760+00	100.00	60.49	35.75	0.18	0.00	0.00	0.00	212	132	14	0	0	0	474	6,631	0	0	0	0.00	0.00	-7,491.32
2761+00	100.00	60.93	35.75	2.49	0.00	0.00	0.00	225	132	5	0	0	0	699	6,637	0	0	0	0.00	0.00	-7,405.06
2762+00	100.00	47.39	35.75	8.98	0.00	0.00	0.00	201	132	21	0	0	0	900	6,663	0	0	0	0.00	0.00	-7,363.41
2763+00	100.00	41.98	35.75	4.37	0.00	0.00	0.00	165	132	25	0	0	0	1,065	6,694	0	0	0	0.00	0.00	-7,361.22
2763+04	3.75	42.14	35.75	3.97	0.00	0.00	0.00	6	5	1	0	0	0	1,071	6,695	0	0	0	0.00	0.00	-7,361.07
2764+00	96.25	40.88	35.75	4.19	0.00	0.00	0.00	148	127	15	0	0	0	1,219	6,713	0	0	0	0.00	0.00	-7,358.71
2765+00	100.00	40.96	35.75	4.24	0.00	0.00	0.00	152	132	16	0	0	0	1,371	6,733	0	0	0	0.00	0.00	-7,359.07
2766+00	100.00	40.81	35.75	3.20	0.00	0.00	0.00	151	132	14	0	0	0	1,522	6,750	0	0	0	0.00	0.00	-7,357.26
2767+00	100.00	39.36	35.75	0.21	0.00	0.00	0.00	148	132	6	0	0	0	1,670	6,758	0	0	0	0.00	0.00	-7,349.08
2768+00	100.00	37.48	35.75	1.52	0.00	0.00	0.00	142	132	3	0	0	0	1,813	6,762	0	0	0	0.00	0.00	-7,343.19
2769+00	100.00	36.11	35.75	1.41	0.00	0.00	0.00	136	132	5	0	0	0	1,949	6,768	0	0	0	0.00	0.00	-7,346.10
2770+00	100.00	44.18	35.75	2.31	0.00	0.00	0.00	149	132	7	0	0	0	2,098	6,777	0	0	0	0.00	0.00	-7,338.43
2771+00	100.00	47.47	35.75	0.91	0.00	0.00	0.00	170	132	6	0	0	0	2,267	6,784	0	0	0	0.00	0.00	-7,308.56
2772+00	100.00	46.43	35.75	0.90	0.00	0.00	0.00	174	132	3	0	0	0	2,441	6,789	0	0	0	0.00	0.00	-7,271.27
2773+00	100.00	46.33	35.75	0.31	0.00	0.00	0.00	172	132	2	0	0	0	2,613	6,791	0	0	0	0.00	0.00	-7,234.72
2774+00	100.00	46.11	35.75	2.15	0.00	0.00	0.00	171	132	5	0	0	0	2,784	6,797	0	0	0	0.00	0.00	-7,201.64
2775+00	100.00	49.79	35.75	2.67	0.00	0.00	0.00	178	132	9	0	0	0	2,962	6,808	0	0	0	0.00	0.00	-7,167.62
2776+00	100.00	47.76	35.75	1.57	0.00	0.00	0.00	181	132	8	0	0	0	3,142	6,818	0	0	0	0.00	0.00	-7,129.20
2777+00	100.00	47.99	35.75	2.18	0.00	0.00	0.00	177	132	7	0	0	0	3,320	6,827	0	0	0	0.00	0.00	-7,092.96
2778+00	100.00	54.16	35.75	1.02	0.00	0.00	0.00	189	132	6	0	0	0	3,509	6,834	0	0	0	0.00	0.00	-7,043.61
2779+00	100.00	54.08	35.75	1.62	0.00	0.00	0.00	200	132	5	0	0	0	3,709	6,840	0	0	0	0.00	0.00	-6,981.69
2780+00	100.00	57.71	35.75	0.00	0.00	0.00	0.00	207	132	3	0	0	0	3,916	6,844	0	0	0	0.00	0.00	-6,910.83
2781+00	100.00	66.10	35.75	0.01	0.00	0.00	0.00	229	132	0	0	0	0	4,146	6,844	0	0	0	0.00	0.00	-6,813.98
2782+00	100.00	67.61	35.75	0.00	0.00	0.00	0.00	248	132	0	0	0	0	4,393	6,844	0	0	0	0.00	0.00	-6,698.78
2783+00	100.00	67.34	35.75	0.00	0.00	0.00	0.00	250	132	0	0	0	0	4,643	6,844	0	0	0	0.00	0.00	-6,581.28
2784+00	100.00	65.94	35.75	0.03	0.00	0.00	0.00	247	132	0	0	0	0	4,890	6,844	0	0	0	0.00	0.00	-6,466.93
2785+00	100.00	66.23	35.75	0.00	0.00	0.00	0.00	245	132	0	0	0	0	5,135	6,844	0	0	0	0.00	0.00	-6,354.64
2785+38	37.55	65.25	35.75	0.00	0.00	0.00	0.00	91	50	0	0	0	0	5,226	6,844	0	0	0	0.00	0.00	-6,312.93
2786+00	62.45	67.07	35.75	0.13	0.00	0.00	0.00	153	83	0	0	0	0	5,379	6,844	0	0	0	0.00	0.00	-6,242.78
2786+80	80.35	68.02	35.75	5.64	0.00	0.00	0.00	201	106	9	0	0	0	5,580	6,855	0	0	0	0.00	0.00	-6,158.89
2787+00	19.65	68.05	35.75	8.15	0.00	0.00	0.00	50	26	5	0	0	0	5,630	6,861	0	0	0	0.00	0.00	-6,141.67
2788+00	100.00	73.24	35.75	3.81	0.00	0.00	0.00	262	132	22	0	0	0	5,891	6,889	0	0	0	0.00	0.00	-6,040.10
2788+37	36.61	70.64	35.75	7.41	0.00	0.00	0.00	98	48	8	0	0	0	5,989	6,899	0	0	0	0.00	0.00	-6,000.54
2789+00	63.39	68.42	35.75	23.60	0.00	0.00	0.00	163	84	36	0	0	0	6,152	6,944	0	0	0	0.00	0.00	-5,966.74
2789+43	42.50	66.57	35.75	32.80	0.00	0.00	0.00	106	56	44	0	0	0	6,258	7,000	0	0	0	0.00	0.00	-5,972.26
2789+52	9.91	65.96	35.75	33.71	0.00	0.00	0.00	24	13	12	0	0	0	6,283	7,015	0	0	0	0.00	0.00	-5,976.32
2789+68	15.09	65.58	35.75	29.22	0.00	0.00	0.00	37	20	18	0	0	0	6,320	7,037	0	0	0	0.00	0.00	-5,981.52
2789+77	9.91	65.21	35.75	26.45	0.00	0.00	0.00	24	13	10	0	0	0	6,344	7,050	0	0	0	0.00	0.00	-5,983.41
2789+93	15.09	65.43	35.75	20.41	0.00	0.00	0.00	37	20	13	0	0	0	6,380	7,066	0	0	0	0.00	0.00	-5,983.26
2790+00	7.50	65.65	35.75	20.84	0.00	0.00	0.00	18	10	6	0	0	0	6,398	7,073	0	0	0	0.00	0.00	-5,982.14
2790+02	2.49	65.68	35.75	21.17	0.00	0.00	0.00	6	3	2	0	0	0	6,404	7,076	0	0	0	0.00	0.00	-5,981.81
2790+72	69.28	80.50	35.75	12.35	0.00	0.00	0.00	188	92	43	0	0	0	6,592	7,129	0	0	0	0.00	0.00	-5,939.75
2790+83	10.78	0.00	0.00	0.00	0.00	0.00	0.00	16	7	2	0	0	0	6,608	7,132	0	0	0	0.00	0.00	-5,933.90
								6,608	5,409	5,706	0	0	0								

9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EARTHWORK SUMMARY	SHEET NO: 489	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STA: 2792+19 - STA: 2819+99

STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) Marsh Exc	AREA (SF) Rock Exc	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Incremental Vol (CY) (Unadjusted) Rock Exc	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY) Expanded Rock 1.10	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2792+19	0.00	72.44	35.75	0.98	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2793+00	80.72	63.67	35.75	5.04	0.00	0.00	0.00	203	107	9	0	0	0	203	11	0	0	0	0.00	0.00	85.34
2793+39	38.68	63.75	35.75	3.19	0.00	0.00	0.00	91	51	6	0	0	0	295	19	0	0	0	0.00	0.00	118.03
2793+59	19.96	61.58	35.75	3.70	0.00	0.00	0.00	46	26	3	0	0	0	341	22	0	0	0	0.00	0.00	134.75
2794+00	41.36	56.06	35.75	5.77	0.00	0.00	0.00	90	55	7	0	0	0	431	31	0	0	0	0.00	0.00	161.03
2795+00	100.00	52.12	35.75	11.71	0.00	0.00	0.00	200	132	32	0	0	0	632	71	0	0	0	0.00	0.00	188.51
2796+00	100.00	59.93	35.75	9.53	0.00	0.00	0.00	207	132	39	0	0	0	839	120	0	0	0	0.00	0.00	214.43
2796+83	82.73	61.59	35.75	5.85	0.00	0.00	0.00	186	110	24	0	0	0	1,025	150	0	0	0	0.00	0.00	261.61
2797+00	17.27	61.18	35.75	5.76	0.00	0.00	0.00	39	23	4	0	0	0	1,064	155	0	0	0	0.00	0.00	273.37
2798+00	100.00	64.57	35.75	10.02	0.00	0.00	0.00	233	132	29	0	0	0	1,297	191	0	0	0	0.00	0.00	337.30
2799+00	100.00	63.53	35.75	7.72	0.00	0.00	0.00	237	132	33	0	0	0	1,535	232	0	0	0	0.00	0.00	401.04
2800+00	100.00	62.37	35.75	4.12	0.00	0.00	0.00	233	132	22	0	0	0	1,768	260	0	0	0	0.00	0.00	474.35
2801+00	100.00	61.85	35.75	5.15	0.00	0.00	0.00	230	132	17	0	0	0	1,998	281	0	0	0	0.00	0.00	550.50
2802+00	100.00	63.90	35.75	4.55	0.00	0.00	0.00	233	132	18	0	0	0	2,231	304	0	0	0	0.00	0.00	628.51
2803+00	100.00	65.03	35.75	2.38	0.00	0.00	0.00	239	132	13	0	0	0	2,469	320	0	0	0	0.00	0.00	718.83
2804+00	100.00	68.56	35.75	3.56	0.00	0.00	0.00	247	132	11	0	0	0	2,717	333	0	0	0	0.00	0.00	820.07
2805+00	100.00	83.29	35.75	0.43	0.00	0.00	0.00	281	132	7	0	0	0	2,998	343	0	0	0	0.00	0.00	959.63
2806+00	100.00	85.25	35.75	1.18	0.00	0.00	0.00	312	132	3	0	0	0	3,310	346	0	0	0	0.00	0.00	1,135.60
2807+00	100.00	82.84	35.75	3.69	0.00	0.00	0.00	311	132	9	0	0	0	3,621	358	0	0	0	0.00	0.00	1,303.18
2808+00	100.00	68.28	35.75	5.41	0.00	0.00	0.00	280	132	17	0	0	0	3,901	379	0	0	0	0.00	0.00	1,429.57
2809+00	100.00	50.47	35.75	8.33	0.00	0.00	0.00	220	132	25	0	0	0	4,121	410	0	0	0	0.00	0.00	1,485.27
2810+00	100.00	33.70	35.75	26.40	0.00	0.00	0.00	156	132	64	0	0	0	4,277	491	0	0	0	0.00	0.00	1,428.35
2811+00	100.00	11.49	35.75	62.31	0.00	0.00	0.00	84	132	164	0	0	0	4,361	696	0	0	0	0.00	0.00	1,174.27
2812+00	100.00	1.70	35.75	100.88	0.00	0.00	0.00	24	132	302	0	0	0	4,385	1,074	0	0	0	0.00	0.00	688.53
2813+00	100.00	0.00	35.75	252.75	0.00	0.00	0.00	3	132	655	0	0	0	4,388	1,892	0	0	0	0.00	0.00	-259.31
2813+25	24.89	0.00	35.75	325.64	0.00	0.00	0.00	0	33	267	0	0	0	4,388	2,226	0	0	0	0.00	0.00	-625.53
2814+00	75.11	0.00	35.75	336.11	0.00	0.00	0.00	0	99	920	0	0	0	4,388	3,376	0	0	0	0.00	0.00	-1,875.51
2815+00	100.00	0.00	35.75	352.24	0.00	0.00	0.00	0	132	1,275	0	0	0	4,388	4,970	0	0	0	0.00	0.00	-3,601.31
2815+09	8.56	0.00	35.75	356.90	0.00	0.00	0.00	0	11	112	0	0	0	4,388	5,110	0	0	0	0.00	0.00	-3,753.14
2816+00	91.44	0.00	35.75	384.92	0.00	0.00	0.00	0	121	1,256	0	0	0	4,388	6,680	0	0	0	0.00	0.00	-5,444.42
2817+00	100.00	0.00	35.75	358.84	0.00	0.00	0.00	0	132	1,377	0	0	0	4,388	8,402	0	0	0	0.00	0.00	-7,298.50
2817+41	40.94	0.00	35.75	379.95	0.00	0.00	0.00	0	54	560	0	0	0	4,388	9,102	0	0	0	0.00	0.00	-8,052.85
2818+00	59.06	0.00	35.75	400.74	0.00	0.00	0.00	0	78	854	0	0	0	4,388	10,170	0	0	0	0.00	0.00	-9,198.36
2818+49	48.56	0.00	35.75	393.46	0.00	0.00	0.00	0	64	714	0	0	0	4,388	11,062	0	0	0	0.00	0.00	-10,155.31
2818+59	10.38	0.00	35.75	396.59	0.00	0.00	0.00	0	14	152	0	0	0	4,388	11,252	0	0	0	0.00	0.00	-10,358.90
2818+61	2.00	0.00	35.75	395.93	0.00	0.00	0.00	0	3	29	0	0	0	4,388	11,289	0	0	0	0.00	0.00	-10,398.24
2818+69	7.62	0.00	35.75	381.34	0.00	0.00	0.00	0	10	110	0	0	0	4,388	11,426	0	0	0	0.00	0.00	-10,545.42
2818+86	17.38	0.06	35.75	368.57	0.00	0.00	0.00	0	23	241	0	0	0	4,388	11,728	0	0	0	0.00	0.00	-10,870.13
2818+94	7.62	0.02	35.75	367.42	0.00	0.00	0.00	0	10	104	0	0	0	4,388	11,857	0	0	0	0.00	0.00	-11,010.01
2819+00	6.44	0.00	35.75	369.78	0.00	0.00	0.00	0	9	88	0	0	0	4,388	11,967	0	0	0	0.00	0.00	-11,128.51
2819+11	10.94	0.00	35.75	378.07	0.00	0.00	0.00	0	14	151	0	0	0	4,388	12,157	0	0	0	0.00	0.00	-11,332.32
2819+19	7.62	0.00	35.75	380.55	0.00	0.00	0.00	0	10	107	0	0	0	4,388	12,290	0	0	0	0.00	0.00	-11,476.20
2819+91	72.38	0.00	35.75	385.32	0.00	0.00	0.00	0	96	1,027	0	0	0	4,388	13,574	0	0	0	0.00	0.00	-12,855.25
2819+99	7.62	0.00	0.00	328.12	0.00	0.00	0.00	0	5	101	0	0	0	4,388	13,700	0	0	0	0.00	0.00	-12,986.18
								4,388	3,675	10,960	0	0	0								

STA: 2821+18 - STA: 2929+45

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2821+18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2822+00	81.72	0.00	35.75	226.47	0.00	0.00	0.00	0	54	343	0	0	0	0	428	0	0	0	0.00	0.00	-482.49
2823+00	100.00	0.00	35.75	220.01	0.00	0.00	0.00	0	132	827	0	0	0	0	1,462	0	0	0	0.00	0.00	-1,648.43
2824+00	100.00	0.00	35.75	214.08	0.00	0.00	0.00	0	132	804	0	0	0	0	2,467	0	0	0	0.00	0.00	-2,785.68
2825+00	100.00	0.00	35.75	180.28	0.00	0.00	0.00	0	132	730	0	0	0	0	3,380	0	0	0	0.00	0.00	-3,830.98
2826+00	100.00	0.00	35.75	134.46	0.00	0.00	0.00	0	132	583	0	0	0	0	4,108	0	0	0	0.00	0.00	-4,691.95
2827+00	100.00	0.00	35.75	103.91	0.00	0.00	0.00	0	132	441	0	0	0	0	4,660	0	0	0	0.00	0.00	-5,376.13
2828+00	100.00	0.00	35.75	80.31	0.00	0.00	0.00	0	132	341	0	0	0	0	5,086	0	0	0	0.00	0.00	-5,934.97
2829+00	100.00	0.16	35.75	63.57	0.00	0.00	0.00	0	132	266	0	0	0	0	5,419	0	0	0	0.00	0.00	-6,400.15
2830+00	100.00	74.97	35.75	43.29	0.00	0.00	0.00	139	132	198	0	0	0	139	5,667	0	0	0	0.00	0.00	-6,640.80
2831+00	100.00	28.42	35.75	24.58	0.00	0.00	0.00	191	132	126	0	0	0	331	5,824	0	0	0	0.00	0.00	-6,738.83
2832+00	100.00	17.40	35.75	16.49	0.00	0.00	0.00	85	132	76	0	0	0	416	5,919	0	0	0	0.00	0.00	-6,881.44
2833+00	100.00	35.84	35.75	5.52	0.00	0.00	0.00	99	132	41	0	0	0	514	5,970	0	0	0	0.00	0.00	-6,966.18
2834+00	100.00	51.12	35.75	1.84	0.00	0.00	0.00	161	132	14	0	0	0	675	5,987	0	0	0	0.00	0.00	-6,954.58
2835+00	100.00	66.83	35.75	0.04	0.00	0.00	0.00	218	132	3	0	0	0	894	5,991	0	0	0	0.00	0.00	-6,872.91
2836+00	100.00	78.69	35.75	0.06	0.00	0.00	0.00	269	132	0	0	0	0	1,163	5,992	0	0	0	0.00	0.00	-6,736.06
2837+00	100.00	89.16	35.75	0.00	0.00	0.00	0.00	311	132	0	0	0	0	1,474	5,992	0	0	0	0.00	0.00	-6,557.77
2838+00	100.00	68.15	35.75	0.00	0.00	23.86	0.00	291	132	0	0	44	0	1,765	5,931	0	49	0	0.00	0.00	-6,338.11
2839+00	100.00	66.43	35.75	0.00	0.00	22.66	0.00	249	132	0	0	86	0	2,015	5,812	0	143	0	0.00	0.00	-6,102.84
2840+00	100.00	71.61	35.75	0.00	0.00	21.24	0.00	256	132	0	0	81	0	2,270	5,701	0	233	0	0.00	0.00	-5,867.84
2841+00	100.00	65.30	35.75	0.00	0.00	14.94	0.00	254	132	0	0	67	0	2,524	5,609	0	306	0	0.00	0.00	-5,654.58
2842+00	100.00	71.01	35.75	0.00	0.00	0.00	0.00	252	132	0	0	28	0	2,776	5,571	0	337	0	0.00	0.00	-5,496.53
2842+05	4.96	71.31	35.75	0.00	0.00	0.00	0.00	13	7	0	0	0	0	2,789	5,571	0	337	0	0.00	0.00	-5,490.03
2842+51	46.35	73.61	35.75	0.00	0.00	0.00	0.00	124	61	0	0	0	0	2,914	5,571	0	337	0	0.00	0.00	-5,427.01
2842+95	44.02	87.16	35.75	4.65	0.00	0.00	0.00	131	58	4	0	0	0	3,045	5,575	0	337	0	0.00	0.00	-5,358.97
2843+00	4.67	87.52	35.75	5.78	0.00	0.00	0.00	15	6	1	0	0	0	3,060	5,576	0	337	0	0.00	0.00	-5,351.17
2843+77	76.66	98.04	35.75	26.68	0.00	0.00	0.00	263	102	46	0	0	0	3,323	5,634	0	337	0	0.00	0.00	-5,246.84
2843+86	9.03	99.03	35.75	29.28	0.00	0.00	0.00	33	12	9	0	0	0	3,356	5,646	0	337	0	0.00	0.00	-5,237.54
2844+00	14.30	102.23	35.75	28.59	0.00	0.00	0.00	53	19	15	0	0	0	3,410	5,665	0	337	0	0.00	0.00	-5,222.33
2844+17	17.33	101.38	35.75	33.26	0.00	0.00	0.00	65	23	20	0	0	0	3,475	5,690	0	337	0	0.00	0.00	-5,204.74
2845+00	82.67	94.60	35.75	67.99	0.00	0.00	0.00	300	109	155	0	0	0	3,775	5,883	0	337	0	0.00	0.00	-5,207.94
2846+00	100.00	92.16	35.75	114.76	0.00	0.00	0.00	346	132	338	0	0	0	4,121	6,306	0	337	0	0.00	0.00	-5,417.55
2847+00	100.00	90.92	35.75	121.01	0.00	0.00	0.00	339	132	437	0	0	0	4,460	6,852	0	337	0	0.00	0.00	-5,756.69
2847+86	86.48	89.87	35.75	181.69	0.00	0.00	0.00	290	115	485	0	0	0	4,749	7,458	0	337	0	0.00	0.00	-6,187.62
2848+00	13.52	89.58	35.75	140.07	0.00	0.00	0.00	45	18	81	0	0	0	4,794	7,559	0	337	0	0.00	0.00	-6,261.27
2849+00	100.00	95.94	35.75	0.00	0.00	0.00	0.00	344	132	259	0	0	0	5,138	7,883	0	337	0	0.00	0.00	-6,374.36
2850+00	100.00	101.16	35.75	0.06	0.00	0.00	0.00	365	132	0	0	0	0	5,503	7,883	0	337	0	0.00	0.00	-6,141.90
2851+00	100.00	94.07	35.75	0.01	0.00	0.00	0.00	362	132	0	0	0	0	5,864	7,883	0	337	0	0.00	0.00	-5,912.94
2852+00	100.00	99.43	35.75	0.00	0.00	0.00	0.00	358	132	0	0	0	0	6,223	7,883	0	337	0	0.00	0.00	-5,687.03
2853+00	100.00	109.52	35.75	0.00	0.00	0.00	0.00	387	132	0	0	0	0	6,610	7,883	0	337	0	0.00	0.00	-5,432.50
2854+00	100.00	110.86	35.75	0.00	0.00	0.00	0.00	408	132	0	0	0	0	7,018	7,883	0	337	0	0.00	0.00	-5,156.80
2855+00	100.00	129.63	35.75	0.00	0.00	0.00	0.00	445	132	0	0	0	0	7,463	7,883	0	337	0	0.00	0.00	-4,843.85
2855+19	18.80	132.94	35.75	0.00	0.00	0.00	0.00	91	25	0	0	0	0	7,555	7,883	0	337	0	0.00	0.00	-4,777.31
2855+50	31.63	130.66	35.75	0.00	0.00	0.00	0.00	154	42	0	0	0	0	7,709	7,883	0	337	0	0.00	0.00	-4,664.79
2855+59	9.03	129.60	35.75	0.00	0.00	0.00	0.00	44	12	0	0	0	0	7,753	7,883	0	337	0	0.00	0.00	-4,633.22
2856+00	40.53	124.42	35.75	0.00	0.00	0.00	0.00	191	54	0	0	0	0	7,943	7,883	0	337	0	0.00	0.00	-4,496.22
2856+41	40.80	114.05	35.75	0.00	0.00	0.00	0.00	180	54	0	0	0	0	8,123	7,883	0	337	0	0.00	0.00	-4,370.05
2857+00	59.20	71.36	35.75	0.00	0.00	33.67	0.00	203	78	0	0	37	0	8,327	7,833	0	378	0	0.00	0.00	-4,194.44
2857+31	31.17	70.07	35.75	0.00	0.00	31.01	0.00	82	41	0	0	37	0	8,408	7,781	0	419	0	0.00	0.00	-4,102.72
2858+00	68.83	64.94	35.75	0.00	0.00	28.34	0.00	172	91	0	0	76	0	8,580	7,677	0	502	0	0.00	0.00	-3,917.78
2859+00	100.00	68.20	35.75	0.00	0.00	27.20	0.00	247	132	0	0	103	0	8,827	7,536	0	615	0	0.00	0.00	-3,662.21
2860+00	100.00	69.00	35.75	0.00	0.00	35.55	0.00	254	132	0	0	116	0	9,081	7,376	0	743	0	0.00	0.00	-3,380.76
2861+00	100.00	69.75	35.75	0.00	0.00	38.74	0.00	257	132	0	0	138	0	9,338	7,187	0	894	0	0.00	0.00	-3,067.06
2862+00	100.00	71.07	35.75	0.00	0.00	43.97	0.00	261	132	0	0	153	0	9,599	6,976	0	1,063	0	0.00	0.00	-2,728.08
2863+00	100.00	72.82	35.75	0.00	0.00	51.23	0.00	266	132	0	0	176	0	9,865	6,734	0	1,257	0	0.00	0.00	-2,351.62
2864+00	100.00	126.28	35.75	0.00	0.00	0.00	0.00	369	132	0	0	95	0	10,234	6,604	0	1,361	0	0.00	0.00	-1,984.87
2865+00	100.00	129.23	35.75	0.00	0.00	0.00	0.00	473	132	0	0	0	0	10,707	6,604	0	1,361	0	0.00	0.00	-1,644.11
2865+16	16.29	130.79	35.75	0.00	0.00	0.00	0.00	78	22	0	0	0	0	10,785	6,604	0	1,361	0	0.00	0.00	-1,587.24
2865+77	61.10	139.51	35.75	0.00	0.00	0.00	0.00	306	81	0	0	0	0	11,091	6,604	0	1,361	0	0.00	0.00	-1,362.30
2866+00	22.61	137.05	35.75	0.00	0.00	0.00	0.00	116	30	0	0	0	0	11,207	6,604	0	1,361	0	0.00	0.00	-1,276.45
2866+06	6.29	135.42	35.75	0.00	0.00	0.00	0.00	32	8	0	0	0	0	11,239	6,604	0	1,361	0	0.00	0.00	-1,253.05
2866+24	17.22	129.83	35.75	0.00	0.00	0.00	0.00	85	23	0	0	0	0	11,323	6,604	0	1,361	0	0.00	0.00	-1,191.25
2866+66	42.78	123.93	35.75	0.00	0.00	0.00	0.00	201	57	0	0	0	0	11,524	6,604	0	1,361	0	0.00	0.00	-1,046.86
2866+96	30.00	125.52	35.75	0.83	0.00	0.00	0.00	139	40	0	0	0	0	11,663	6,604	0	1,361	0	0.00	0.00	-948.59
2867+00	3.71	125.77	35.75	0.97	0.00	0.00	0.00	17	5	0	0	0	0	11,680	6,604	0	1,361	0	0.00	0.00	-936.39
2868+00	100.00	140.12	35.75	0.00	0.00	0.00	0.00	492	132	2	0	0	0	12,173	6,607	0	1,361	0	0.00	0.00	-578.66
2869+00	100.00	150.62	35.75	0.00	0.00	0.00	0.00	538	132	0	0	0	0	12,711	6,607	0	1,361	0	0.00	0.00	-172.66
2870+00	100.00	120.92	35.75	0.00	0.00	89.20	0.00	503	132	0	0	165	0	13,214	6,379	0	1,543	0	0.00	0.00	424.92
2871+00	100.00	99.54	35.75	0.00	0.00	125.01	0.00	408	132	0	0	397	0	13,622	5,834	0	1,979	0	0.00	0.00	1,246.22
2872+00	100.00	119.61	35.75	0.00	0.00	119.21	0.00	406	132	0	0	452	0	14,028	5,212	0	2,476	0	0.00	0.00	2,141.50
2873+00	100.00	140.33	35.75	0.00	0.00	129.95	0.00	481	132	0	0	461	0	14,509	4,578	0	2,984	0	0.00	0.00	3,124.90
2874+00	100.00	98.32	35.75	0.00	0.00	133.19	0.00	442	132	0	0	487	0	14,951	3,908	0	3,520	0	0.00	0.00	4,104.47
2875+00	100.00	91.38	35.75	0.00	0.00	114.71	0.00	351	132	0	0	459	0	15,303	3,276	0	4,025	0	0.00	0.00	4,954.58
2876+00	100.00	180.41	35.75	0.00	0.00	0.00	0.00	668	132	0	0	0	0	15,971	3,276	0	4,025	0	0.00	0.00	5,490.37
2877+00	100.00	164.96	35.75	0.00	0.00	0.00	0.00	640	132	0	0	0	0	16,610	3,276	0	4,025	0	0.00	0.00	5,997.54

STA: 2821+18 - STA: 2929+45 (Cont.)

STATION	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
		Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2878+00	100.00	197.22	35.75	0.00	0.00	0.00	0.00	671	132	0	0	0	0	17,285	3,276	0	4,025	0	0.00	0.00	6,539.54
2878+84	84.48	200.61	35.75	0.00	0.00	0.00	0.00	622	112	0	0	0	0	17,907	3,276	0	4,025	0	0.00	0.00	7,050.08
2878+98	13.90	204.77	35.75	0.00	0.00	0.00	0.00	104	18	0	0	0	0	18,012	3,276	0	4,025	0	0.00	0.00	7,136.01
2879+00	1.62	205.39	35.75	0.00	0.00	0.00	0.00	12	2	0	0	0	0	18,024	3,276	0	4,025	0	0.00	0.00	7,146.17
2879+26	26.18	217.73	35.75	0.00	0.00	0.00	0.00	205	35	0	0	0	0	18,229	3,276	0	4,025	0	0.00	0.00	7,316.64
2879+68	41.70	240.46	35.75	0.00	0.00	0.00	0.00	354	55	0	0	0	0	18,583	3,276	0	4,025	0	0.00	0.00	7,615.23
2879+85	17.00	240.81	35.75	0.01	0.00	0.00	0.00	151	23	0	0	0	0	18,734	3,276	0	4,025	0	0.00	0.00	7,744.21
2880+00	15.13	240.92	35.75	0.00	0.00	0.00	0.00	135	20	0	0	0	0	18,869	3,276	0	4,025	0	0.00	0.00	7,859.12
2880+13	12.57	239.71	35.75	0.21	0.00	0.00	0.00	112	17	0	0	0	0	18,981	3,276	0	4,025	0	0.00	0.00	7,954.29
2881+00	87.43	243.08	35.75	0.00	0.00	0.00	0.00	782	116	0	0	0	0	19,763	3,277	0	4,025	0	0.00	0.00	8,619.78
2882+00	100.00	245.71	35.75	0.00	0.00	0.00	0.00	905	132	0	0	0	0	20,668	3,277	0	4,025	0	0.00	0.00	9,392.52
2883+00	100.00	238.06	35.75	0.00	0.00	0.00	0.00	896	132	0	0	0	0	21,564	3,277	0	4,025	0	0.00	0.00	10,155.98
2884+00	100.00	246.07	35.75	0.00	0.00	0.00	0.00	897	132	0	0	0	0	22,460	3,277	0	4,025	0	0.00	0.00	10,920.12
2885+00	100.00	233.42	35.75	0.00	0.00	0.00	0.00	888	132	0	0	0	0	23,348	3,277	0	4,025	0	0.00	0.00	11,675.66
2886+00	100.00	225.24	35.75	0.00	0.00	0.00	0.00	849	132	0	0	0	0	24,198	3,277	0	4,025	0	0.00	0.00	12,392.63
2887+00	100.00	227.18	35.75	0.00	0.00	0.00	0.00	838	132	0	0	0	0	25,035	3,277	0	4,025	0	0.00	0.00	13,098.02
2888+00	100.00	201.34	35.75	0.00	0.00	0.00	0.00	794	132	0	0	0	0	25,829	3,277	0	4,025	0	0.00	0.00	13,759.17
2889+00	100.00	168.69	35.75	36.64	0.00	0.00	0.00	685	132	68	0	0	0	26,514	3,362	0	4,025	0	0.00	0.00	14,227.19
2889+49	49.29	147.70	35.75	52.33	0.00	0.00	0.00	289	65	81	0	0	0	26,803	3,463	0	4,025	0	0.00	0.00	14,349.20
2890+00	50.71	136.33	35.75	32.53	0.00	0.00	0.00	267	67	80	0	0	0	27,070	3,563	0	4,025	0	0.00	0.00	14,449.16
2891+00	100.00	121.59	35.75	19.68	0.00	0.00	0.00	478	132	97	0	0	0	27,547	3,684	0	4,025	0	0.00	0.00	14,673.53
2892+00	100.00	102.71	35.75	1.28	0.00	0.00	0.00	415	132	39	0	0	0	27,963	3,732	0	4,025	0	0.00	0.00	14,907.98
2893+00	100.00	88.00	35.75	0.74	0.00	0.00	0.00	353	132	4	0	0	0	28,316	3,737	0	4,025	0	0.00	0.00	15,124.08
2894+00	100.00	69.47	35.75	0.59	0.00	0.00	0.00	292	132	2	0	0	0	28,608	3,740	0	4,025	0	0.00	0.00	15,280.22
2895+00	100.00	56.19	35.75	4.66	0.00	0.00	0.00	233	132	10	0	0	0	28,840	3,752	0	4,025	0	0.00	0.00	15,368.37
2896+00	100.00	63.01	35.75	4.93	0.00	0.00	0.00	221	132	18	0	0	0	29,061	3,774	0	4,025	0	0.00	0.00	15,434.51
2897+00	100.00	45.10	35.75	5.00	0.00	0.00	0.00	200	132	18	0	0	0	29,261	3,797	0	4,025	0	0.00	0.00	15,479.33
2898+00	100.00	44.97	35.75	1.56	0.00	0.00	0.00	167	132	12	0	0	0	29,428	3,812	0	4,025	0	0.00	0.00	15,498.54
2899+00	100.00	39.28	35.75	2.81	0.00	0.00	0.00	156	132	8	0	0	0	29,584	3,823	0	4,025	0	0.00	0.00	15,512.03
2900+00	100.00	41.64	35.75	3.38	0.00	0.00	0.00	150	132	11	0	0	0	29,734	3,837	0	4,025	0	0.00	0.00	15,515.13
2900+31	31.21	45.07	35.75	5.21	0.00	0.00	0.00	50	41	5	0	0	0	29,784	3,843	0	4,025	0	0.00	0.00	15,517.72
2900+53	21.80	48.84	35.75	32.01	0.00	0.00	0.00	38	29	15	0	0	0	29,822	3,862	0	4,025	0	0.00	0.00	15,507.99
2900+59	5.77	50.82	35.75	16.97	0.00	0.00	0.00	11	8	5	0	0	0	29,833	3,868	0	4,025	0	0.00	0.00	15,504.45
2900+91	32.43	61.26	35.75	4.47	0.00	0.00	0.00	67	43	13	0	0	0	29,900	3,885	0	4,025	0	0.00	0.00	15,512.73
2901+00	8.79	65.14	35.75	4.99	0.00	0.00	0.00	21	12	2	0	0	0	29,921	3,886	0	4,025	0	0.00	0.00	15,519.74
2901+51	51.21	59.70	35.75	8.42	0.00	0.00	0.00	118	68	13	0	0	0	30,039	3,902	0	4,025	0	0.00	0.00	15,554.42
2901+82	31.10	59.16	35.75	14.67	0.00	0.00	0.00	68	41	13	0	0	0	30,107	3,919	0	4,025	0	0.00	0.00	15,565.07
2902+00	17.69	58.01	35.75	18.45	0.00	0.00	0.00	38	23	11	0	0	0	30,146	3,933	0	4,025	0	0.00	0.00	15,566.47
2902+11	11.21	56.67	35.75	21.03	0.00	0.00	0.00	24	15	8	0	0	0	30,170	3,943	0	4,025	0	0.00	0.00	15,565.18
2902+28	16.64	52.63	35.75	23.63	0.00	0.00	0.00	34	22	14	0	0	0	30,203	3,960	0	4,025	0	0.00	0.00	15,559.63
2903+00	72.14	50.82	35.75	26.92	0.00	0.00	0.00	138	96	68	0	0	0	30,341	4,044	0	4,025	0	0.00	0.00	15,517.92
2904+00	100.00	52.07	35.75	33.23	0.00	0.00	0.00	191	132	111	0	0	0	30,532	4,184	0	4,025	0	0.00	0.00	15,436.83
2905+00	100.00	45.94	35.75	39.44	0.00	0.00	0.00	182	132	135	0	0	0	30,713	4,352	0	4,025	0	0.00	0.00	15,317.70
2906+00	100.00	58.59	35.75	34.20	0.00	0.00	0.00	194	132	136	0	0	0	30,907	4,522	0	4,025	0	0.00	0.00	15,208.39
2907+00	100.00	48.89	35.75	28.39	0.00	0.00	0.00	199	132	116	0	0	0	31,106	4,667	0	4,025	0	0.00	0.00	15,130.11
2908+00	100.00	51.16	35.75	14.43	0.00	0.00	0.00	185	132	79	0	0	0	31,291	4,766	0	4,025	0	0.00	0.00	15,083.86
2909+00	100.00	56.27	35.75	21.32	0.00	0.00	0.00	199	132	66	0	0	0	31,490	4,849	0	4,025	0	0.00	0.00	15,067.66
2909+32	32.39	57.97	35.75	24.34	0.00	0.00	0.00	69	43	27	0	0	0	31,559	4,883	0	4,025	0	0.00	0.00	15,059.06
2910+00	67.61	59.87	35.75	19.67	0.00	0.00	0.00	148	90	55	0	0	0	31,706	4,952	0	4,025	0	0.00	0.00	15,048.20
2911+00	100.00	62.56	35.75	10.52	0.00	0.00	0.00	227	132	56	0	0	0	31,933	5,022	0	4,025	0	0.00	0.00	15,072.61
2912+00	100.00	63.89	35.75	8.41	0.00	0.00	0.00	234	132	35	0	0	0	32,167	5,066	0	4,025	0	0.00	0.00	15,130.54
2913+00	100.00	65.38	35.75	10.98	0.00	0.00	0.00	239	132	36	0	0	0	32,407	5,111	0	4,025	0	0.00	0.00	15,192.62
2914+00	100.00	64.35	35.75	12.48	0.00	0.00	0.00	240	132	43	0	0	0	32,647	5,165	0	4,025	0	0.00	0.00	15,246.14
2915+00	100.00	59.22	35.75	9.98	0.00	0.00	0.00	229	132	42	0	0	0	32,876	5,217	0	4,025	0	0.00	0.00	15,290.58
2915+36	35.86	128.89	35.75	9.40	0.00	0.00	0.00	125	47	13	0	0	0	33,001	5,233	0	4,025	0	0.00	0.00	15,351.93
2916+00	64.14	86.14	35.75	7.20	0.00	0.00	0.00	255	85	20	0	0	0	33,256	5,258	0	4,025	0	0.00	0.00	15,497.77
2917+00	100.00	84.75	35.75	7.98	0.00	0.00	0.00	316	132	28	0	0	0	33,572	5,293	0	4,025	0	0.00	0.00	15,646.67
2918+00	100.00	64.22	35.75	8.46	0.00	0.00	0.00	276	132	30	0	0	0	33,848	5,331	0	4,025	0	0.00	0.00	15,752.08
2919+00	100.00	40.78	35.75	16.07	0.00	0.00	0.00	194	132	45	0	0	0	34,043	5,388	0	4,025	0	0.00	0.00	15,757.34
2920+00	100.00	25.22	35.75	19.65	0.00	0.00	0.00	122	132	66	0	0	0	34,165	5,471	0	4,025	0	0.00	0.00	15,664.48
2921+00	100.00	21.74	35.75	16.54	0.00	0.00	0.00	87	132	67	0	0	0	34,252	5,554	0	4,025	0	0.00	0.00	15,535.29
2922+00	100.00	24.20	35.75	14.40	0.00	0.00	0.00	85	132	57	0	0	0	34,337	5,626	0	4,025	0	0.00	0.00	15,416.37
2923+00	100.00	28.22	38.00	12.16	0.00	0.00	0.00	97	137	49	0	0	0	34,434	5,687	0	4,025	0	0.00	0.00	15,315.39
2924+00	100.00	34.44	29.00	6.42	0.00	0.00	0.00	116	124	34	0	0	0	34,550	5,730	0	4,025	0	0.00	0.00	15,264.33
2925+00	100.00	38.36	41.00	4.74	0.00	0.00	0.00	135	130	21	0	0	0	34,685	5,756	0	4,025	0	0.00	0.00	15,243.68
2925+32	31.56	41.70	42.00	1.89	0.00	0.00	0.00	47	49	4	0	0	0	34,732	5,761	0	4,025	0	0.00	0.00	15,237.12
2926+00	68.44	56.36	43.00	0.83	0.00	0.00	0.00	124	108	3	0	0	0	34,856	5,765	0	4,025	0	0.00	0.00	15,249.36
2927+00	100.00	67.45	45.00	1.56	0.00	0.00	0.00	229	163	4	0	0	0	35,085	5,771	0	4,025	0	0.00	0.00	15,310.14
2928+00	100.00	91.72	49.00	32.21	0.00	0.00	0.00	295	174	63	0	0	0	35,380	5,849	0	4,025	0	0.00	0.00	15,352.65
2929+00	100.00	120.40	56.00	68.10	0.00	0.00	0.00	393	194	186	0	0	0	35,773	6,081	0	4,025	0	0.00	0.00	15,318.82
2929+45	45.00	168.61	59.00	81.75	0.00	0.00	0.00	241	96	125	0	0	0	36,014	6,237	0	4,025	0	0.00	0.00	15,307.74
								36,014	14,469	9,015	0	3,659	0								

9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EARTHWORK SUMMARY	SHEET NO: 492	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STA: 2929+50E - STA: 2940+00E

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2929+50E	0.00	65.84	25.00	81.66	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2929+62E	11.97	67.41	25.00	88.30	0.00	0.00	0.00	30	11	38	0	0	0	30	47	0	0	0	0.00	0.00	-28.64
2930+00E	38.03	74.11	25.00	74.71	0.00	0.00	0.00	100	35	115	0	0	0	129	191	0	0	0	0.00	0.00	-107.69
2930+15E	15.45	76.72	25.00	72.24	0.00	0.00	0.00	43	14	42	0	0	0	172	243	0	0	0	0.00	0.00	-131.40
2930+39E	24.00	51.10	25.00	64.72	0.00	0.00	0.00	57	22	61	0	0	0	229	319	0	0	0	0.00	0.00	-172.89
2930+50E	10.65	44.44	25.00	59.57	0.00	0.00	0.00	19	10	25	0	0	0	248	350	0	0	0	0.00	0.00	-194.55
2930+69E	18.83	42.17	25.00	53.99	0.00	0.00	0.00	30	17	40	0	0	0	278	399	0	0	0	0.00	0.00	-231.29
2930+97E	28.53	41.80	25.00	37.59	0.00	0.00	0.00	44	26	48	0	0	0	323	460	0	0	0	0.00	0.00	-273.82
2931+00E	2.54	41.85	25.00	35.35	0.00	0.00	0.00	4	2	3	0	0	0	327	464	0	0	0	0.00	0.00	-276.53
2931+22E	22.41	41.85	18.75	28.21	0.00	0.00	0.00	35	18	26	0	0	0	361	497	0	0	0	0.00	0.00	-292.93
2931+38E	16.04	41.68	18.75	19.58	0.00	0.00	0.00	25	11	14	0	0	0	386	515	0	0	0	0.00	0.00	-297.00
2931+50E	11.55	42.55	18.75	16.93	0.00	0.00	0.00	18	8	8	0	0	0	404	525	0	0	0	0.00	0.00	-296.77
2931+53E	3.14	42.82	18.75	18.43	0.00	0.00	0.00	5	2	2	0	0	0	409	527	0	0	0	0.00	0.00	-296.56
2931+69E	16.05	44.29	18.75	21.46	0.00	0.00	0.00	26	11	12	0	0	0	435	542	0	0	0	0.00	0.00	-296.63
2931+94E	24.95	40.89	18.75	27.10	0.00	0.00	0.00	39	17	22	0	0	0	474	570	0	0	0	0.00	0.00	-302.64
2932+00E	5.86	40.81	18.75	30.70	0.00	0.00	0.00	9	4	6	0	0	0	483	578	0	0	0	0.00	0.00	-305.69
2932+23E	22.66	41.96	18.75	37.62	0.00	0.00	0.00	35	16	29	0	0	0	518	614	0	0	0	0.00	0.00	-322.53
2932+50E	27.34	45.88	18.75	43.17	0.00	0.00	0.00	44	19	41	0	0	0	562	665	0	0	0	0.00	0.00	-348.17
2932+76E	26.14	51.54	18.75	45.76	0.00	0.00	0.00	47	18	43	0	0	0	609	719	0	0	0	0.00	0.00	-372.98
2933+00E	23.86	55.26	18.75	46.76	0.00	0.00	0.00	47	17	41	0	0	0	657	770	0	0	0	0.00	0.00	-393.45
2933+30E	29.62	57.30	18.75	34.89	0.00	0.00	0.00	62	21	45	0	0	0	718	826	0	0	0	0.00	0.00	-408.27
2933+50E	20.38	57.52	18.75	31.56	0.00	0.00	0.00	43	14	25	0	0	0	762	857	0	0	0	0.00	0.00	-410.44
2934+00E	50.00	51.25	18.75	27.26	0.00	0.00	0.00	101	35	54	0	0	0	862	925	0	0	0	0.00	0.00	-412.53
2934+50E	50.00	62.52	18.75	16.82	0.00	0.00	0.00	105	35	41	0	0	0	968	976	0	0	0	0.00	0.00	-392.93
2935+00E	50.00	73.53	18.75	8.88	0.00	0.00	0.00	126	35	24	0	0	0	1,094	1,006	0	0	0	0.00	0.00	-331.43
2935+50E	50.00	83.28	18.75	4.15	0.00	0.00	0.00	145	35	12	0	0	0	1,239	1,021	0	0	0	0.00	0.00	-236.03
2936+00E	50.00	77.51	18.75	8.63	0.00	0.00	0.00	149	35	12	0	0	0	1,388	1,036	0	0	0	0.00	0.00	-136.65
2936+50E	50.00	64.34	18.75	10.19	0.00	0.00	0.00	131	35	17	0	0	0	1,519	1,058	0	0	0	0.00	0.00	-61.81
2937+00E	50.00	59.42	18.75	14.57	0.00	0.00	0.00	115	35	23	0	0	0	1,634	1,086	0	0	0	0.00	0.00	-10.60
2937+50E	50.00	39.87	18.75	17.43	0.00	0.00	0.00	92	35	30	0	0	0	1,726	1,123	0	0	0	0.00	0.00	9.58
2938+00E	50.00	34.96	18.75	20.55	0.00	0.00	0.00	69	35	35	0	0	0	1,795	1,167	0	0	0	0.00	0.00	0.20
2938+46E	45.55	38.17	18.75	23.73	0.00	0.00	0.00	62	32	37	0	0	0	1,857	1,214	0	0	0	0.00	0.00	-16.44
2938+50E	4.45	39.71	18.75	23.73	0.00	0.00	0.00	6	3	4	0	0	0	1,863	1,219	0	0	0	0.00	0.00	-18.00
2939+00E	50.00	46.22	18.75	4.73	0.00	0.00	0.00	80	35	26	0	0	0	1,943	1,252	0	0	0	0.00	0.00	-6.09
2939+50E	50.00	66.80	18.75	0.00	0.00	0.00	0.00	105	35	4	0	0	0	2,047	1,257	0	0	0	0.00	0.00	58.35
2939+86E	36.23	386.66	18.75	0.00	0.00	0.00	0.00	304	25	0	0	0	0	2,352	1,257	0	0	0	0.00	0.00	337.45
2940+00E	13.77	285.96	18.75	0.00	0.00	0.00	0.00	171	10	0	0	0	0	2,523	1,257	0	0	0	0.00	0.00	499.38
								2,523	766	1,006	0	0	0								

9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EARTHWORK SUMMARY	SHEET NO: 493	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STA: 2943+00 - STA: 2951+50

STATION	Distance	AREA (SF) Cut	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) Marsh Exc	AREA (SF) Rock Exc	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material Note 2	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Incremental Vol (CY) (Unadjusted) Rock Exc	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Cumulative Vol (CY) Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY) Expanded Rock 1.10	Cumulative Vol (CY) Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2943+00	0.00	12.12	1.52	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2943+08	8.49	19.72	1.56	0.00	0.00	0.00	0.00	5	0	0	0	0	0	5	0	0	0	0	0.00	0.00	4.52
2943+50	41.51	19.95	1.75	0.00	0.00	0.00	0.00	30	3	0	0	0	0	35	0	0	0	0	0.00	0.00	32.47
2943+68	18.49	17.86	1.83	5.68	0.00	0.00	0.00	13	1	2	0	0	0	48	2	0	0	0	0.00	0.00	41.76
2944+00	31.51	18.09	1.99	0.00	0.00	0.00	0.00	21	2	3	0	0	0	69	7	0	0	0	0.00	0.00	56.37
2944+28	28.49	18.83	2.09	0.00	0.00	0.00	0.00	19	2	0	0	0	0	89	7	0	0	0	0.00	0.00	73.69
2944+50	21.51	19.87	2.18	0.00	0.00	0.00	0.00	15	2	0	0	0	0	104	7	0	0	0	0.00	0.00	87.41
2945+00	50.00	20.94	2.41	0.00	0.00	0.00	0.00	38	4	0	0	0	0	142	7	0	0	0	0.00	0.00	120.96
2945+50	50.00	24.89	2.62	0.00	0.00	0.00	0.00	42	5	0	0	0	0	185	7	0	0	0	0.00	0.00	158.75
2946+00	50.00	28.23	2.84	0.00	0.00	0.00	0.00	49	5	0	0	0	0	234	7	0	0	0	0.00	0.00	202.88
2946+50	50.00	27.11	3.07	0.00	0.00	0.00	0.00	51	5	0	0	0	0	285	7	0	0	0	0.00	0.00	248.65
2947+00	50.00	27.74	3.28	0.00	0.00	0.00	0.00	51	6	0	0	0	0	336	7	0	0	0	0.00	0.00	293.56
2947+50	50.00	28.85	3.59	0.00	0.00	0.00	0.00	52	6	0	0	0	0	388	7	0	0	0	0.00	0.00	339.60
2948+00	50.00	44.16	4.16	0.00	0.00	0.00	0.00	68	7	0	0	0	0	456	7	0	0	0	0.00	0.00	400.03
2948+47	46.81	44.66	5.82	0.00	0.00	0.00	0.00	77	9	0	0	0	0	533	7	0	0	0	0.00	0.00	468.39
2948+50	3.19	44.81	5.94	0.00	0.00	0.00	0.00	5	1	0	0	0	0	538	7	0	0	0	0.00	0.00	472.97
2949+00	50.00	56.10	5.73	0.00	0.00	0.00	0.00	93	11	0	0	0	0	631	7	0	0	0	0.00	0.00	555.60
2949+17	16.96	58.95	5.74	0.00	0.00	0.00	0.00	36	4	0	0	0	0	668	7	0	0	0	0.00	0.00	588.13
2949+35	18.31	77.64	7.00	0.03	0.00	0.00	0.00	46	4	0	0	0	0	714	7	0	0	0	0.00	0.00	630.12
2949+50	14.73	79.80	6.97	0.02	0.00	0.00	0.00	43	4	0	0	0	0	757	7	0	0	0	0.00	0.00	669.23
2949+67	16.81	79.70	6.95	0.01	0.00	0.00	0.00	50	4	0	0	0	0	807	7	0	0	0	0.00	0.00	714.55
2949+73	6.52	78.81	6.94	0.00	0.00	0.00	0.00	19	2	0	0	0	0	826	7	0	0	0	0.00	0.00	732.02
2950+00	26.66	57.51	5.90	0.00	0.00	0.00	0.00	67	6	0	0	0	0	893	7	0	0	0	0.00	0.00	792.99
2950+07	6.59	57.98	5.91	0.00	0.00	0.00	0.00	14	1	0	0	0	0	907	7	0	0	0	0.00	0.00	805.65
2950+50	43.41	51.44	5.95	0.00	0.00	0.00	0.00	88	10	0	0	0	0	995	7	0	0	0	0.00	0.00	884.06
2951+00	50.00	30.69	2.94	0.02	0.00	0.00	0.00	76	8	0	0	0	0	1,071	7	0	0	0	0.00	0.00	951.84
2951+48	47.89	26.73	0.99	0.00	0.00	0.00	0.00	51	3	0	0	0	0	1,122	7	0	0	0	0.00	0.00	999.26
2951+50	2.11	0.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	1,123	7	0	0	0	0.00	0.00	1,000.26
								1,123	116	5	0	0	0								

9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EARTHWORK SUMMARY	SHEET NO: 494	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STA: 506+00B - STA: 534+17B

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
506+00B	0.00	45.65	28.98	26.02	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
506+05B	5.47	56.62	29.63	25.18	0.00	0.00	0.00	10	6	5	0	0	0	10	6	0	0	0	0.00	0.00	-2.06
506+50B	44.53	52.84	33.50	14.61	0.00	0.00	0.00	90	52	33	0	0	0	101	47	0	0	0	0.00	0.00	-4.87
507+00B	50.00	55.11	37.92	0.00	0.00	0.00	0.00	100	66	14	0	0	0	201	64	0	0	0	0.00	0.00	12.04
507+50B	50.00	59.83	40.84	0.00	0.00	0.00	0.00	106	73	0	0	0	0	307	64	0	0	0	0.00	0.00	45.54
508+00B	50.00	61.28	47.73	0.00	0.00	0.00	0.00	112	82	0	0	0	0	419	64	0	0	0	0.00	0.00	75.67
508+50B	50.00	64.36	52.70	1.43	0.00	0.00	0.00	116	93	1	0	0	0	535	66	0	0	0	0.00	0.00	97.36
509+00B	50.00	68.77	55.70	15.01	0.00	0.00	0.00	123	100	15	0	0	0	659	85	0	0	0	0.00	0.00	101.22
509+50B	50.00	75.13	57.95	15.54	0.00	0.00	0.00	133	105	28	0	0	0	792	120	0	0	0	0.00	0.00	93.88
510+00B	50.00	80.10	60.95	5.50	0.00	0.00	0.00	144	110	19	0	0	0	936	145	0	0	0	0.00	0.00	103.17
510+50B	50.00	80.09	63.80	22.75	0.00	0.00	0.00	148	116	26	0	0	0	1,084	178	0	0	0	0.00	0.00	103.28
510+57B	7.00	80.51	0.00	22.76	0.00	0.00	0.00	21	8	6	0	0	0	1,105	185	0	0	0	0.00	0.00	108.45
511+00B	43.00	92.47	66.20	6.22	0.00	0.00	0.00	138	53	23	0	0	0	1,243	214	0	0	0	0.00	0.00	164.64
511+42B	41.56	99.80	67.70	3.77	0.00	0.00	0.00	148	103	8	0	0	0	1,391	223	0	0	0	0.00	0.00	199.96
511+50B	8.44	101.51	66.29	3.54	0.00	0.00	0.00	31	21	1	0	0	0	1,422	225	0	0	0	0.00	0.00	209.05
512+00B	50.00	32.01	38.28	0.39	0.00	0.00	0.00	124	97	4	0	0	0	1,546	229	0	0	0	0.00	0.00	231.31
512+50B	50.00	34.15	38.28	0.00	0.00	0.00	0.00	61	71	0	0	0	0	1,607	230	0	0	0	0.00	0.00	221.23
513+00B	50.00	40.25	38.28	0.00	0.00	0.00	0.00	69	71	0	0	0	0	1,676	230	0	0	0	0.00	0.00	219.23
513+50B	50.00	44.24	38.28	0.00	0.00	0.00	0.00	78	71	0	0	0	0	1,754	230	0	0	0	0.00	0.00	226.57
514+00B	50.00	49.36	38.28	0.00	0.00	0.00	0.00	87	71	0	0	0	0	1,841	230	0	0	0	0.00	0.00	242.35
514+50B	50.00	58.36	38.28	0.14	0.00	0.00	0.00	100	71	0	0	0	0	1,940	230	0	0	0	0.00	0.00	271.04
515+00B	50.00	71.07	38.28	2.18	0.00	0.00	0.00	120	71	2	0	0	0	2,060	233	0	0	0	0.00	0.00	317.31
515+20B	20.03	71.42	38.28	2.73	0.00	0.00	0.00	53	28	2	0	0	0	2,113	235	0	0	0	0.00	0.00	339.49
515+50B	29.97	73.01	38.28	2.92	0.00	0.00	0.00	80	42	3	0	0	0	2,193	239	0	0	0	0.00	0.00	373.24
516+00B	50.00	78.06	38.28	6.16	0.00	0.00	0.00	140	71	8	0	0	0	2,333	249	0	0	0	0.00	0.00	431.72
516+50B	50.00	79.63	38.28	7.15	0.00	0.00	0.00	146	71	12	0	0	0	2,479	265	0	0	0	0.00	0.00	491.42
517+00B	50.00	74.88	38.28	7.52	0.00	0.00	0.00	143	71	14	0	0	0	2,622	282	0	0	0	0.00	0.00	546.62
517+49B	49.00	78.22	38.28	6.61	0.00	0.00	0.00	139	69	13	0	0	0	2,761	298	0	0	0	0.00	0.00	600.04
517+50B	1.00	78.20	38.28	6.60	0.00	0.00	0.00	3	1	0	0	0	0	2,764	298	0	0	0	0.00	0.00	601.22
518+00B	50.00	79.34	38.28	4.08	0.00	0.00	0.00	146	71	10	0	0	0	2,910	310	0	0	0	0.00	0.00	663.85
518+50B	50.00	79.54	38.28	2.13	0.00	0.00	0.00	147	71	6	0	0	0	3,057	318	0	0	0	0.00	0.00	732.90
519+00B	50.00	69.71	38.28	1.77	0.00	0.00	0.00	138	71	4	0	0	0	3,195	322	0	0	0	0.00	0.00	795.70
519+50B	50.00	59.98	38.41	2.97	0.00	0.00	0.00	120	71	4	0	0	0	3,315	328	0	0	0	0.00	0.00	839.30
519+56B	6.26	59.21	38.91	2.55	0.00	0.00	0.00	14	9	1	0	0	0	3,329	328	0	0	0	0.00	0.00	843.35
520+00B	43.74	71.34	46.69	3.45	0.00	0.00	0.00	106	69	5	0	0	0	3,435	334	0	0	0	0.00	0.00	873.69
520+37B	37.29	52.07	34.28	0.00	0.00	0.00	0.00	85	56	2	0	0	0	3,520	337	0	0	0	0.00	0.00	900.02
520+50B	12.71	65.62	53.65	0.00	0.00	0.00	0.00	28	21	0	0	0	0	3,548	337	0	0	0	0.00	0.00	907.03
520+73B	22.62	64.14	44.86	16.00	0.00	0.00	0.00	54	41	7	0	0	0	3,602	346	0	0	0	0.00	0.00	911.74
521+00B	27.38	52.94	40.28	0.00	0.00	0.00	0.00	59	43	8	0	0	0	3,662	356	0	0	0	0.00	0.00	917.78
521+50B	50.00	52.49	37.38	0.01	0.00	0.00	0.00	98	72	0	0	0	0	3,759	356	0	0	0	0.00	0.00	943.48
522+00B	50.00	54.76	37.38	0.00	0.00	0.00	0.00	99	69	0	0	0	0	3,859	356	0	0	0	0.00	0.00	973.56
522+50B	50.00	58.71	37.38	0.00	0.00	0.00	0.00	105	69	0	0	0	0	3,964	356	0	0	0	0.00	0.00	1,009.40
523+00B	50.00	60.54	37.38	0.00	0.00	0.00	0.00	110	69	0	0	0	0	4,074	356	0	0	0	0.00	0.00	1,050.60
523+50B	50.00	61.68	37.38	0.14	0.00	0.00	0.00	113	69	0	0	0	0	4,187	356	0	0	0	0.00	0.00	1,094.38
523+74B	24.00	63.90	37.38	0.01	0.00	0.00	0.00	56	33	0	0	0	0	4,243	356	0	0	0	0.00	0.00	1,116.89
524+00B	26.00	64.28	37.38	0.00	0.00	0.00	0.00	62	36	0	0	0	0	4,305	356	0	0	0	0.00	0.00	1,142.60
524+50B	50.00	66.87	35.04	18.95	0.00	0.00	0.00	121	67	18	0	0	0	4,426	378	0	0	0	0.00	0.00	1,175.05
524+75B	25.00	77.51	40.63	0.00	0.00	0.00	0.00	67	35	9	0	0	0	4,493	389	0	0	0	0.00	0.00	1,195.89
525+00B	25.00	55.27	27.46	0.00	0.00	0.00	0.00	61	32	0	0	0	0	4,554	389	0	0	0	0.00	0.00	1,225.83
525+25B	25.00	63.06	49.53	11.46	0.00	0.00	0.00	55	36	5	0	0	0	4,609	396	0	0	0	0.00	0.00	1,238.34
525+50B	25.00	86.08	58.43	0.34	0.00	0.00	0.00	69	50	5	0	0	0	4,678	403	0	0	0	0.00	0.00	1,250.58
526+00B	50.00	105.85	38.28	0.91	0.00	0.00	0.00	178	90	1	0	0	0	4,856	404	0	0	0	0.00	0.00	1,337.30
526+50B	50.00	206.42	38.28	0.00	0.00	0.00	0.00	289	71	1	0	0	0	5,145	405	0	0	0	0.00	0.00	1,554.50
526+70B	20.00	222.36	38.28	0.00	0.00	0.00	0.00	159	28	0	0	0	0	5,304	405	0	0	0	0.00	0.00	1,684.95
527+00B	30.00	86.49	38.28	0.00	0.00	0.00	0.00	172	43	0	0	0	0	5,476	405	0	0	0	0.00	0.00	1,814.00
527+50B	50.00	100.31	38.28	0.00	0.00	0.00	0.00	173	71	0	0	0	0	5,648	405	0	0	0	0.00	0.00	1,916.07
528+00B	50.00	100.83	38.28	0.00	0.00	0.00	0.00	186	71	0	0	0	0	5,835	405	0	0	0	0.00	0.00	2,031.42
528+50B	50.00	106.27	38.28	0.00	0.00	0.00	0.00	192	71	0	0	0	0	6,026	405	0	0	0	0.00	0.00	2,152.30
529+00B	50.00	101.30	38.28	0.00	0.00	0.00	0.00	192	71	0	0	0	0	6,219	405	0	0	0	0.00	0.00	2,273.61
529+50B	50.00	105.97	40.98	0.00	0.00	0.00	0.00	192	73	0	0	0	0	6,411	405	0	0	0	0.00	0.00	2,392.13
529+84B	34.00	162.84	0.00	0.00	0.00	0.00	0.00	169	26	0	0	0	0	6,580	405	0	0	0	0.00	0.00	2,535.58
530+00B	16.00	167.27	44.95	0.00	0.00	0.00	0.00	98	13	0	0	0	0	6,678	405	0	0	0	0.00	0.00	2,620.07
530+50B	50.00	147.21	46.30	1.28	0.00	0.00	0.00	291	84	1	0	0	0	6,969	407	0	0	0	0.00	0.00	2,825.29
531+00B	50.00	125.83	58.27	0.00	0.00	0.00	0.00	253	97	1	0	0	0	7,222	408	0	0	0	0.00	0.00	2,979.80
531+25B	25.00	84.99	63.06	0.00	0.00	0.00	0.00	98	56	0	0	0	0	7,319	408	0	0	0	0.00	0.00	3,021.24
531+50B	25.00	64.33	39.75	0.00	0.00	0.00	0.00	69	48	0	0	0	0	7,388	408	0	0	0	0.00	0.00	3,042.77
531+75B	25.00	83.18	56.33	1.44	0.00	0.00	0.00	68	44	1	0	0	0	7,457	409	0	0	0	0.00	0.00	3,065.75
532+00B	25.00	184.14	48.40	0.00	0.00	0.00	0.00	124	48	1	0	0	0	7,580	410	0	0	0	0.00	0.00	3,140.19
532+40B	39.90	184.68	46.41	0.00	0.00	0.00	0.00	273	70	0	0	0	0	7,853	410	0	0	0	0.00	0.00	3,342.66
532+50B	10.10	162.59	46.44	0.00	0.00	0.00	0.00	65	17	0	0	0	0	7,918	410	0	0	0	0.00	0.00	3,390.24
533+00B	50.00	104.07	46.98	0.00	0.00	0.00	0.00	247	87	0	0	0	0	8,165	410	0	0	0	0.00	0.00	3,550.64
533+50B	50.00	0.00	48.93	0.00	0.00	0.00	0.00	96	89	0	0	0	0	8,261	410	0	0	0	0.00	0.00	3,558.20
534+00B	50.00	0.00	50.80	0.00	0.00	0.00	0.00	0	92	0	0	0	0	8,261	410	0	0	0	0.00	0.00	3,465.85
534+17B	17.49	0.00	50.80	0.00	0.00	0.00	0.00	0	33	0	0	0	0	8,261	410	0	0	0	0.00	0.00	3,432.95
								8,261	4,419	328	0	0	0								

9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EARTHWORK SUMMARY	SHEET NO: 495	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STA: 511+50C - STA: 534+16C

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
511+50C	0.00	69.12	12.81	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
512+00C	49.60	73.74	13.19	0.00	0.00	0.00	0.00	131	24	0	0	0	0	131	0	0	0	0	0.00	0.00	107.34
512+50C	50.00	64.78	13.72	0.00	0.00	0.00	0.00	128	25	0	0	0	0	259	0	0	0	0	0.00	0.00	210.69
513+00C	50.00	58.29	14.29	0.00	0.00	0.00	0.00	114	26	0	0	0	0	373	0	0	0	0	0.00	0.00	298.71
513+50C	50.00	49.11	14.89	0.00	0.00	0.00	0.00	99	27	0	0	0	0	473	0	0	0	0	0.00	0.00	371.14
514+00C	50.00	45.28	15.64	0.04	0.00	0.00	0.00	87	28	0	0	0	0	560	0	0	0	0	0.00	0.00	430.22
514+50C	50.00	41.12	16.31	1.01	0.00	0.00	0.00	80	30	1	0	0	0	640	1	0	0	0	0.00	0.00	479.44
515+00C	50.00	36.87	16.97	3.33	0.00	0.00	0.00	72	31	4	0	0	0	713	6	0	0	0	0.00	0.00	515.82
515+20C	20.00	36.12	17.29	3.51	0.00	0.00	0.00	27	13	3	0	0	0	740	9	0	0	0	0.00	0.00	526.99
515+50C	30.00	35.63	17.60	3.38	0.00	0.00	0.00	40	19	4	0	0	0	779	14	0	0	0	0.00	0.00	542.68
516+00C	50.00	36.75	18.24	1.29	0.00	0.00	0.00	67	33	4	0	0	0	846	20	0	0	0	0.00	0.00	571.11
516+50C	50.00	33.69	18.84	0.55	0.00	0.00	0.00	65	34	2	0	0	0	912	22	0	0	0	0.00	0.00	599.87
517+00C	50.00	29.47	19.37	1.01	0.00	0.00	0.00	58	35	1	0	0	0	970	24	0	0	0	0.00	0.00	621.17
517+49C	49.00	30.88	19.71	22.98	0.00	0.00	0.00	55	35	22	0	0	0	1,025	51	0	0	0	0.00	0.00	613.26
517+50C	1.00	31.33	20.04	20.47	0.00	0.00	0.00	1	1	1	0	0	0	1,026	52	0	0	0	0.00	0.00	612.67
518+00C	50.00	35.20	20.57	0.00	0.00	0.00	0.00	62	38	19	0	0	0	1,088	75	0	0	0	0.00	0.00	612.98
518+50C	50.00	37.26	20.94	0.00	0.00	0.00	0.00	67	38	0	0	0	0	1,155	75	0	0	0	0.00	0.00	641.63
519+00C	50.00	40.38	21.16	0.00	0.00	0.00	0.00	72	39	0	0	0	0	1,227	75	0	0	0	0.00	0.00	674.54
519+50C	50.00	42.93	23.94	0.92	0.00	0.00	0.00	77	42	1	0	0	0	1,304	77	0	0	0	0.00	0.00	708.85
519+56C	6.00	44.24	28.26	1.21	0.00	0.00	0.00	10	6	0	0	0	0	1,313	77	0	0	0	0.00	0.00	712.43
520+00C	44.00	67.23	32.58	16.58	0.00	0.00	0.00	91	50	14	0	0	0	1,404	95	0	0	0	0.00	0.00	735.57
520+37C	36.56	51.99	30.00	0.00	0.00	0.00	0.00	81	42	11	0	0	0	1,485	109	0	0	0	0.00	0.00	759.89
520+50C	13.44	67.12	36.30	0.00	0.00	0.00	0.00	30	16	0	0	0	0	1,515	109	0	0	0	0.00	0.00	773.03
520+76C	26.03	62.72	28.78	35.82	0.00	0.00	0.00	63	31	17	0	0	0	1,577	131	0	0	0	0.00	0.00	782.66
521+00C	23.97	55.77	25.38	5.22	0.00	0.00	0.00	53	24	18	0	0	0	1,630	153	0	0	0	0.00	0.00	788.44
521+50C	50.00	49.13	22.38	6.23	0.00	0.00	0.00	97	44	11	0	0	0	1,727	167	0	0	0	0.00	0.00	828.10
522+00C	50.00	55.32	22.38	0.00	0.00	0.00	0.00	97	41	6	0	0	0	1,824	174	0	0	0	0.00	0.00	876.16
522+50C	50.00	57.87	22.38	0.00	0.00	0.00	0.00	105	41	0	0	0	0	1,928	174	0	0	0	0.00	0.00	939.52
523+00C	50.00	61.35	22.38	0.00	0.00	0.00	0.00	110	41	0	0	0	0	2,039	174	0	0	0	0.00	0.00	1,008.47
523+50C	50.00	66.83	22.38	0.00	0.00	0.00	0.00	119	41	0	0	0	0	2,158	174	0	0	0	0.00	0.00	1,085.71
523+74C	24.00	71.32	22.38	0.00	0.00	0.00	0.00	61	20	0	0	0	0	2,219	174	0	0	0	0.00	0.00	1,127.22
524+00C	26.00	75.62	22.38	0.00	0.00	0.00	0.00	71	22	0	0	0	0	2,290	174	0	0	0	0.00	0.00	1,176.41
524+50C	50.00	80.88	22.38	0.00	0.00	0.00	0.00	145	41	0	0	0	0	2,435	174	0	0	0	0.00	0.00	1,279.87
525+00C	50.00	83.37	22.38	0.00	0.00	0.00	0.00	152	41	0	0	0	0	2,587	174	0	0	0	0.00	0.00	1,390.51
525+50C	50.00	96.40	33.10	0.00	0.00	0.00	0.00	166	51	0	0	0	0	2,753	174	0	0	0	0.00	0.00	1,505.59
526+00C	50.00	110.31	30.63	0.00	0.00	0.00	0.00	191	59	0	0	0	0	2,945	174	0	0	0	0.00	0.00	1,637.97
526+50C	50.00	112.40	30.33	0.00	0.00	0.00	0.00	206	56	0	0	0	0	3,151	174	0	0	0	0.00	0.00	1,787.74
526+70C	20.00	115.26	29.43	0.00	0.00	0.00	0.00	84	22	0	0	0	0	3,235	174	0	0	0	0.00	0.00	1,849.93
527+00C	30.00	112.83	28.53	0.00	0.00	0.00	0.00	127	32	0	0	0	0	3,362	174	0	0	0	0.00	0.00	1,944.45
527+50C	50.00	94.96	25.68	0.00	0.00	0.00	0.00	192	50	0	0	0	0	3,554	174	0	0	0	0.00	0.00	2,086.66
528+00C	50.00	107.34	22.90	0.00	0.00	0.00	0.00	187	45	0	0	0	0	3,741	174	0	0	0	0.00	0.00	2,228.99
528+50C	50.00	114.67	22.38	0.00	0.00	0.00	0.00	206	42	0	0	0	0	3,947	174	0	0	0	0.00	0.00	2,392.63
529+00C	50.00	121.40	22.38	0.00	0.00	0.00	0.00	219	41	0	0	0	0	4,166	174	0	0	0	0.00	0.00	2,569.76
529+50C	50.00	110.68	22.38	0.00	0.00	0.00	0.00	215	41	0	0	0	0	4,381	174	0	0	0	0.00	0.00	2,743.21
529+84C	34.00	110.36	22.38	0.01	0.00	0.00	0.00	139	28	0	0	0	0	4,520	174	0	0	0	0.00	0.00	2,854.20
530+00C	16.00	108.63	22.38	0.00	0.00	0.00	0.00	65	13	0	0	0	0	4,585	174	0	0	0	0.00	0.00	2,905.82
530+50C	50.00	77.97	23.05	5.14	0.00	0.00	0.00	173	42	5	0	0	0	4,757	180	0	0	0	0.00	0.00	3,030.59
531+00C	50.00	69.58	28.70	1.79	0.00	0.00	0.00	137	48	6	0	0	0	4,894	188	0	0	0	0.00	0.00	3,111.28
531+25C	25.00	62.89	31.73	8.11	0.00	0.00	0.00	61	28	5	0	0	0	4,955	194	0	0	0	0.00	0.00	3,138.91
531+50C	25.00	50.08	33.68	0.00	0.00	0.00	0.00	52	30	4	0	0	0	5,008	198	0	0	0	0.00	0.00	3,156.23
531+75C	25.00	76.14	42.13	0.00	0.00	0.00	0.00	58	35	0	0	0	0	5,066	198	0	0	0	0.00	0.00	3,179.57
532+00C	25.00	60.52	32.30	24.84	0.00	0.00	0.00	63	34	11	0	0	0	5,129	213	0	0	0	0.00	0.00	3,194.01
532+50C	50.00	51.80	26.23	0.00	0.00	0.00	0.00	104	54	23	0	0	0	5,233	241	0	0	0	0.00	0.00	3,215.07
533+00C	50.00	52.12	22.68	0.00	0.00	0.00	0.00	96	45	0	0	0	0	5,330	241	0	0	0	0.00	0.00	3,266.00
533+21C	21.00	59.03	23.44	0.00	0.00	0.00	0.00	43	18	0	0	0	0	5,373	241	0	0	0	0.00	0.00	3,291.29
533+23C	2.23	60.21	24.20	0.00	0.00	0.00	0.00	5	2	0	0	0	0	5,378	241	0	0	0	0.00	0.00	3,294.25
533+50C	26.77	0.00	24.90	0.00	0.00	0.00	0.00	30	24	0	0	0	0	5,408	241	0	0	0	0.00	0.00	3,299.75
534+00C	50.00	0.00	36.75	0.00	0.00	0.00	0.00	0	57	0	0	0	0	5,408	241	0	0	0	0.00	0.00	3,242.67
534+16C	15.51	0.00	36.75	0.00	0.00	0.00	0.00	0	21	0	0	0	0	5,408	241	0	0	0	0.00	0.00	3,221.56
								5,408	1,945	193	0	0	0								

STA: 0+05EA - STA: 0+34EA

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
00+05EA	0.00	43.02	8.15	13.69	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
00+25EA	19.73	21.98	5.45	0.00	0.00	0.00	0.00	24	5	5	0	0	0	24	6	0	0	0	0.00	0.00	12.53
00+34EA	9.23	2.78	0.75	0.00	0.00	0.00	0.00	4	1	0	0	0	0	28	6	0	0	0	0.00	0.00	15.70
								28	6	5	0	0	0								

STA: 0+00WA - STA: 0+48WA

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
000+00WA	0.00	0.48	0.25	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
000+25WA	24.76	46.46	7.50	0.22	0.00	0.00	0.00	22	4	0	0	0	0	22	0	0	0	0	0.00	0.00	17.84
000+48WA	22.71	26.64	5.75	0.00	0.00	0.00	0.00	31	6	0	0	0	0	52	0	0	0	0	0.00	0.00	42.89
								52	9	0	0	0	0								

STA: 2934+00D - STA: 2935+70D

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2934+00D	0.00	41.81	14.17	0.32	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2934+50D	50.00	45.00	14.17	2.06	0.00	0.00	0.00	80	26	2	0	0	0	80	3	0	0	0	0.00	0.00	51.39
2935+00D	50.00	49.40	14.17	23.35	0.00	0.00	0.00	87	26	24	0	0	0	168	32	0	0	0	0.00	0.00	83.15
2935+25D	25.00	71.01	14.25	30.25	0.00	0.00	0.00	56	13	25	0	0	0	224	63	0	0	0	0.00	0.00	94.71
2935+50D	25.00	37.92	26.37	4.35	0.00	0.00	0.00	50	19	16	0	0	0	274	83	0	0	0	0.00	0.00	106.31
2935+70D	19.53	0.77	0.75	0.00	0.00	0.00	0.00	14	10	2	0	0	0	288	85	0	0	0	0.00	0.00	108.52
								288	94	68	0	0	0								

STA: 2940+37F - STA: 2942+06F

STATION	Distance	AREA (SF) Cut	Salvaged / Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
2940+37F	0.00	1.14	0.75	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
2940+41F	4.17	10.05	6.83	0.00	0.00	0.00	0.00	1	1	0	0	0	0	1	0	0	0	0	0.00	0.00	0.28
2940+50F	8.79	32.83	18.73	0.00	0.00	0.00	0.00	7	4	0	0	0	0	8	0	0	0	0	0.00	0.00	3.10
2940+75F	25.00	49.97	25.85	3.42	0.00	0.00	0.00	38	21	2	0	0	0	46	2	0	0	0	0.00	0.00	18.81
2941+00F	25.00	34.00	19.63	8.69	0.00	0.00	0.00	39	21	6	0	0	0	85	9	0	0	0	0.00	0.00	29.62
2941+30F	29.58	49.35	17.06	0.00	0.00	0.00	0.00	46	20	5	0	0	0	131	15	0	0	0	0.00	0.00	49.23
2941+50F	20.42	51.68	16.01	0.00	0.00	0.00	0.00	38	13	0	0	0	0	169	15	0	0	0	0.00	0.00	74.93
2942+00F	50.00	56.94	14.40	0.00	0.00	0.00	0.00	101	28	0	0	0	0	269	15	0	0	0	0.00	0.00	147.35
2942+06F	6.44	58.25	12.41	0.00	0.00	0.00	0.00	14	3	0	0	0	0	283	15	0	0	0	0.00	0.00	157.89
								283	110	12	0	0	0								

9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	EARTHWORK SUMMARY	SHEET NO: 497	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STA: 503+00B - STA: 512+50B (USH 12 WB Widening)

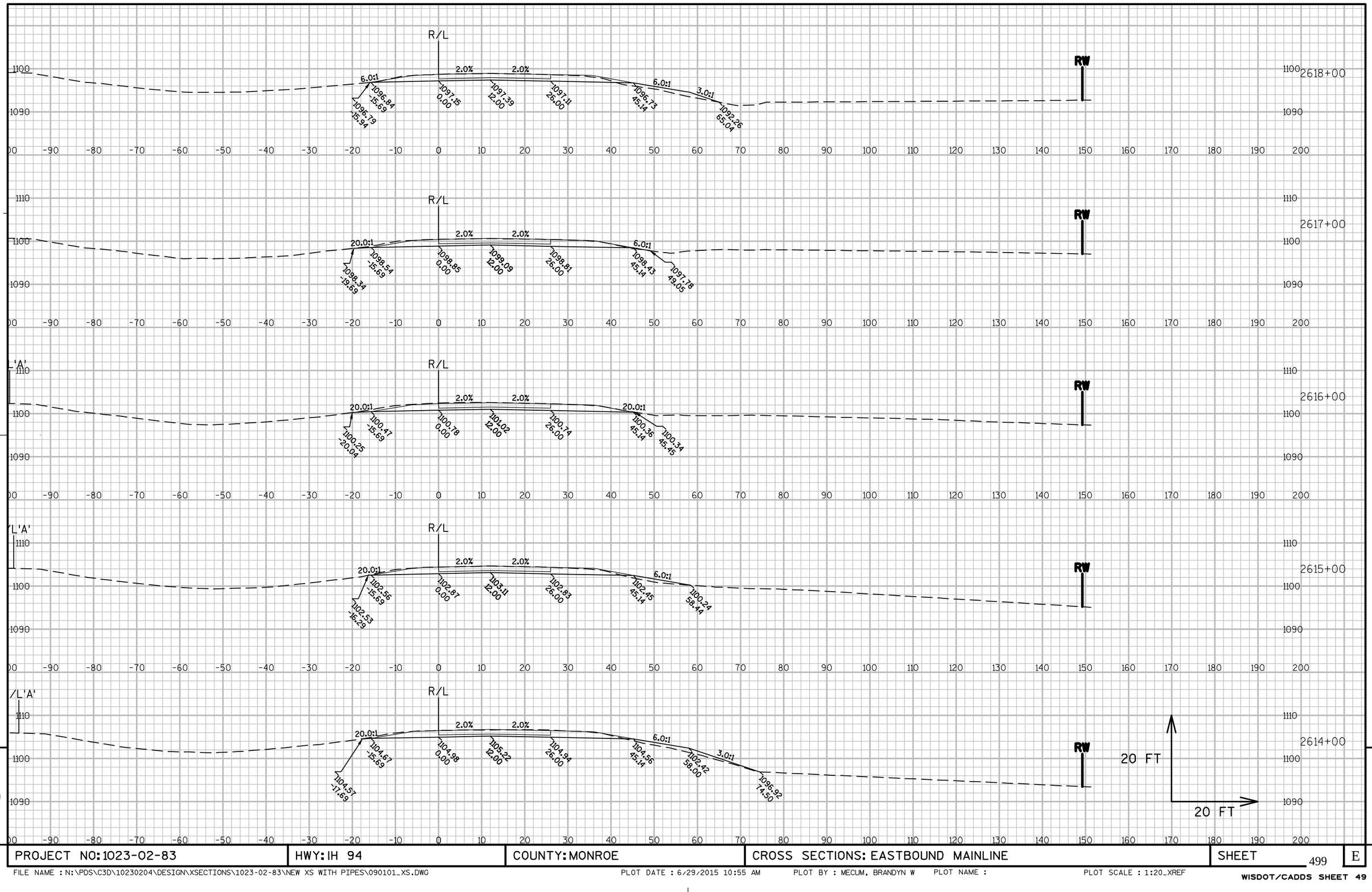
STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
503+00B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
503+00B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
503+13B	12.70	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
503+50B	37.30	4.08	0.00	17.71	0.00	0.00	0.00	3	0	12	0	0	0	3	15	0	0	0	0.00	0.00	-12.48
504+00B	50.00	4.02	0.00	28.29	0.00	0.00	0.00	8	0	43	0	0	0	10	69	0	0	0	0.00	0.00	-58.22
504+50B	50.00	4.12	0.00	36.63	0.00	0.00	0.00	8	0	60	0	0	0	18	144	0	0	0	0.00	0.00	-125.82
505+00B	50.00	4.32	0.00	44.38	0.00	0.00	0.00	8	0	75	0	0	0	26	237	0	0	0	0.00	0.00	-211.77
505+50B	50.00	2.16	0.00	50.33	0.00	0.00	0.00	6	0	88	0	0	0	32	347	0	0	0	0.00	0.00	-315.39
506+00B	50.00	3.41	0.00	48.52	0.00	0.00	0.00	5	0	92	0	0	0	37	461	0	0	0	0.00	0.00	-424.64
506+05B	5.47	3.36	0.00	46.55	0.00	0.00	0.00	1	0	10	0	0	0	38	474	0	0	0	0.00	0.00	-435.99
506+50B	44.53	2.74	0.00	24.99	0.00	0.00	0.00	5	0	59	0	0	0	43	547	0	0	0	0.00	0.00	-504.72
507+00B	50.00	1.89	0.00	10.72	0.00	0.00	0.00	4	0	33	0	0	0	47	589	0	0	0	0.00	0.00	-541.76
507+50B	50.00	2.34	0.00	7.17	0.00	0.00	0.00	4	0	17	0	0	0	51	609	0	0	0	0.00	0.00	-558.55
508+00B	50.00	3.22	0.00	2.96	0.00	0.00	0.00	5	0	9	0	0	0	56	621	0	0	0	0.00	0.00	-565.12
508+50B	50.00	3.05	0.00	4.99	0.00	0.00	0.00	6	0	7	0	0	0	62	630	0	0	0	0.00	0.00	-568.51
509+00B	50.00	2.28	0.00	4.44	0.00	0.00	0.00	5	0	9	0	0	0	67	641	0	0	0	0.00	0.00	-574.49
509+50B	50.00	2.45	0.00	2.49	0.00	0.00	0.00	4	0	6	0	0	0	71	649	0	0	0	0.00	0.00	-578.13
510+00B	50.00	3.83	0.00	0.02	0.00	0.00	0.00	6	0	2	0	0	0	77	652	0	0	0	0.00	0.00	-575.22
510+50B	50.00	0.80	0.00	84.38	0.00	0.00	0.00	4	0	78	0	0	0	81	750	0	0	0	0.00	0.00	-668.62
511+00B	50.00	2.29	0.00	1.20	0.00	0.00	0.00	3	0	79	0	0	0	84	849	0	0	0	0.00	0.00	-764.82
511+42B	41.56	3.38	0.00	0.00	0.00	0.00	0.00	4	0	1	0	0	0	88	850	0	0	0	0.00	0.00	-761.61
511+50B	8.44	3.53	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	89	850	0	0	0	0.00	0.00	-760.53
512+00B	50.00	2.71	0.00	0.26	0.00	0.00	0.00	6	0	0	0	0	0	95	850	0	0	0	0.00	0.00	-755.05
512+40B	40.00	2.66	0.00	0.32	0.00	0.00	0.00	4	0	0	0	0	0	99	851	0	0	0	0.00	0.00	-751.60
512+50B	10.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	100	851	0	0	0	0.00	0.00	-751.18
								100	0	681	0	0	0								

STA: 534+44B - STA: 537+99B (USH 12 SOUTH Crossover)

STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
534+44B	0.00	6.65	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
534+50B	6.15	16.47	3.73	0.00	0.00	0.00	0.00	3	0	0	0	0	0	3	0	0	0	0	0.00	0.00	2.21
534+75B	25.00	34.64	9.16	0.00	0.00	0.00	0.00	24	6	0	0	0	0	26	0	0	0	0	0.00	0.00	19.90
535+00B	25.00	42.04	11.07	0.00	0.00	0.00	0.00	35	9	0	0	0	0	62	0	0	0	0	0.00	0.00	46.04
535+25B	25.00	42.60	11.23	0.00	0.00	0.00	0.00	39	10	0	0	0	0	101	0	0	0	0	0.00	0.00	74.90
535+36B	11.23	41.45	11.27	0.00	0.00	0.00	0.00	17	5	0	0	0	0	118	0	0	0	0	0.00	0.00	87.70
535+50B	13.77	41.31	11.25	0.00	0.00	0.00	0.00	21	6	0	0	0	0	140	0	0	0	0	0.00	0.00	103.06
535+75B	25.00	40.28	11.23	0.00	0.00	0.00	0.00	38	10	0	0	0	0	177	0	0	0	0	0.00	0.00	130.43
536+00B	25.00	39.35	11.04	0.00	0.00	0.00	0.00	37	10	0	0	0	0	214	0	0	0	0	0.00	0.00	156.98
536+25B	25.00	37.12	10.53	0.00	0.00	0.00	0.00	35	10	0	0	0	0	250	0	0	0	0	0.00	0.00	182.40
536+50B	25.00	34.61	9.96	0.00	0.00	0.00	0.00	33	9	0	0	0	0	283	0	0	0	0	0.00	0.00	206.12
536+75B	25.00	33.11	9.38	0.00	0.00	0.00	0.00	31	9	0	0	0	0	314	0	0	0	0	0.00	0.00	228.52
537+00B	25.00	32.02	8.77	0.00	0.00	0.00	0.00	30	8	0	0	0	0	344	0	0	0	0	0.00	0.00	250.27
537+25B	25.00	30.27	8.19	0.00	0.00	0.00	0.00	29	8	0	0	0	0	373	0	0	0	0	0.00	0.00	271.26
537+50B	25.00	27.32	7.07	0.00	0.00	0.00	0.00	27	7	0	0	0	0	400	0	0	0	0	0.00	0.00	290.85
537+75B	25.00	25.46	7.00	0.00	0.00	0.00	0.00	24	7	0	0	0	0	424	0	0	0	0	0.00	0.00	308.78
537+99B	23.71	22.88	6.39	0.00	0.00	0.00	0.00	21	6	0	0	0	0	445	0	0	0	0	0.00	0.00	324.13
								445	121	0	0	0	0								

STA: 503+50B - STA:505+95B(USH 12 WIDENING REMOVAL)

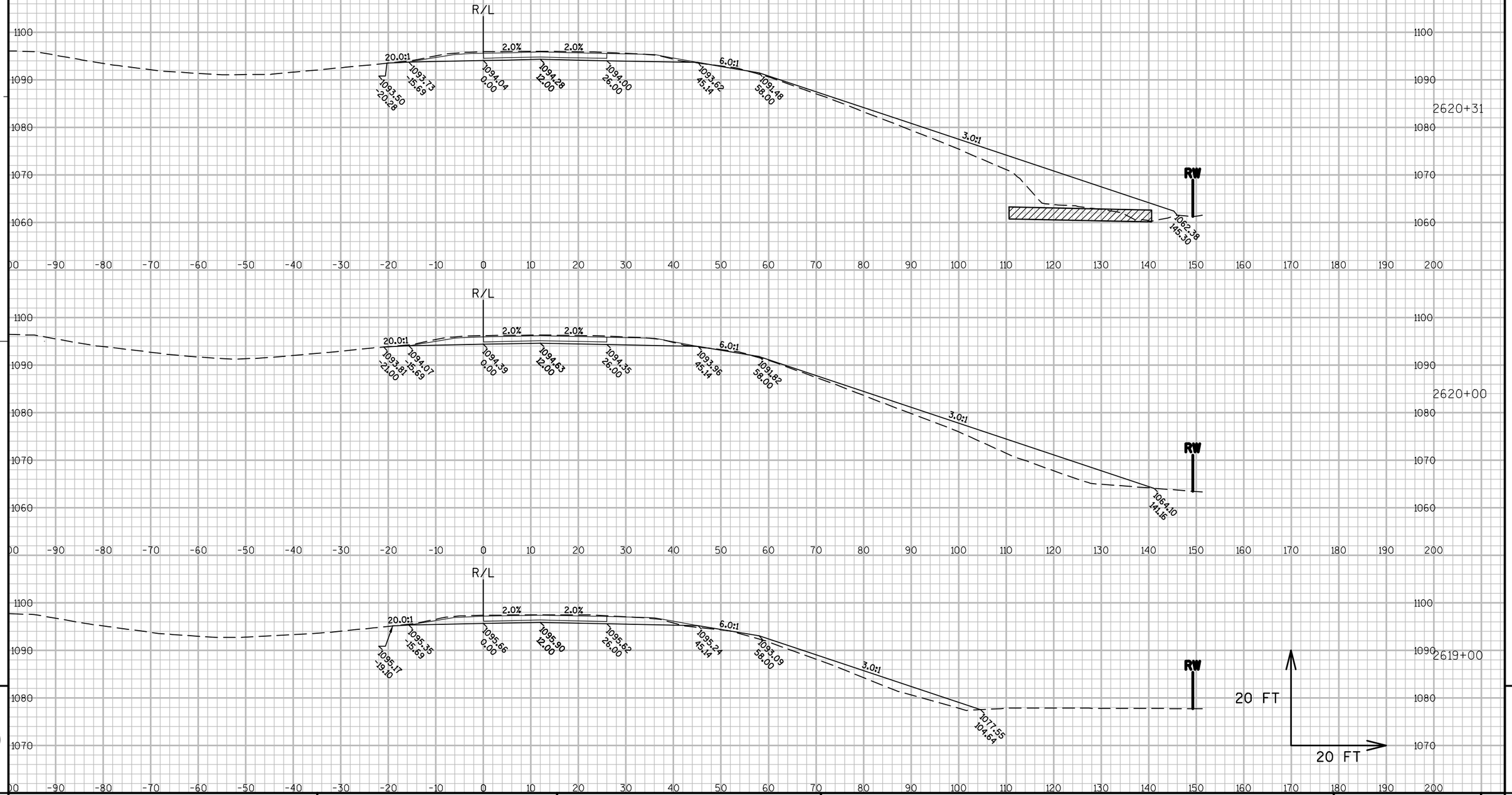
STATION	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut Note 1	Salvaged/Unusable Pavement Material Note 2	Fill Note 3	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Expanded Rock 1.10	Expanded EBS Backfill 1.30 Note 5	Reduced Marsh in Fill 0.60 Note 6	Reduced EBS In Fill 0.80 Note 7	Mass Ordinate Note 8
503+50B	0.00	1.72	0.60	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00
504+00B	50.00	5.03	1.60	0.00	0.00	0.00	0.00	6	2	0	0	0	0	6	0	0	0	0	0.00	0.00	4.22
504+50B	50.00	8.47	2.60	0.00	0.00	0.00	0.00	12	4	0	0	0	0	19	0	0	0	0	0.00	0.00	12.83
505+00B	50.00	12.01	3.50	0.00	0.00	0.00	0.00	19	6	0	0	0	0	38	0	0	0	0	0.00	0.00	26.14
505+50B	50.00	16.28	4.40	0.00	0.00	0.00	0.00	26	7	0	0	0	0	64	0	0	0	0	0.00	0.00	45.03
505+95B	45.00	18.35	4.60	0.00	0.00	0.00	0.00	29	7	0	0	0	0	93	0	0	0	0	0.00	0.00	66.39
								93	26	0	0	0	0								



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 499	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 6/29/2015 10:55 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

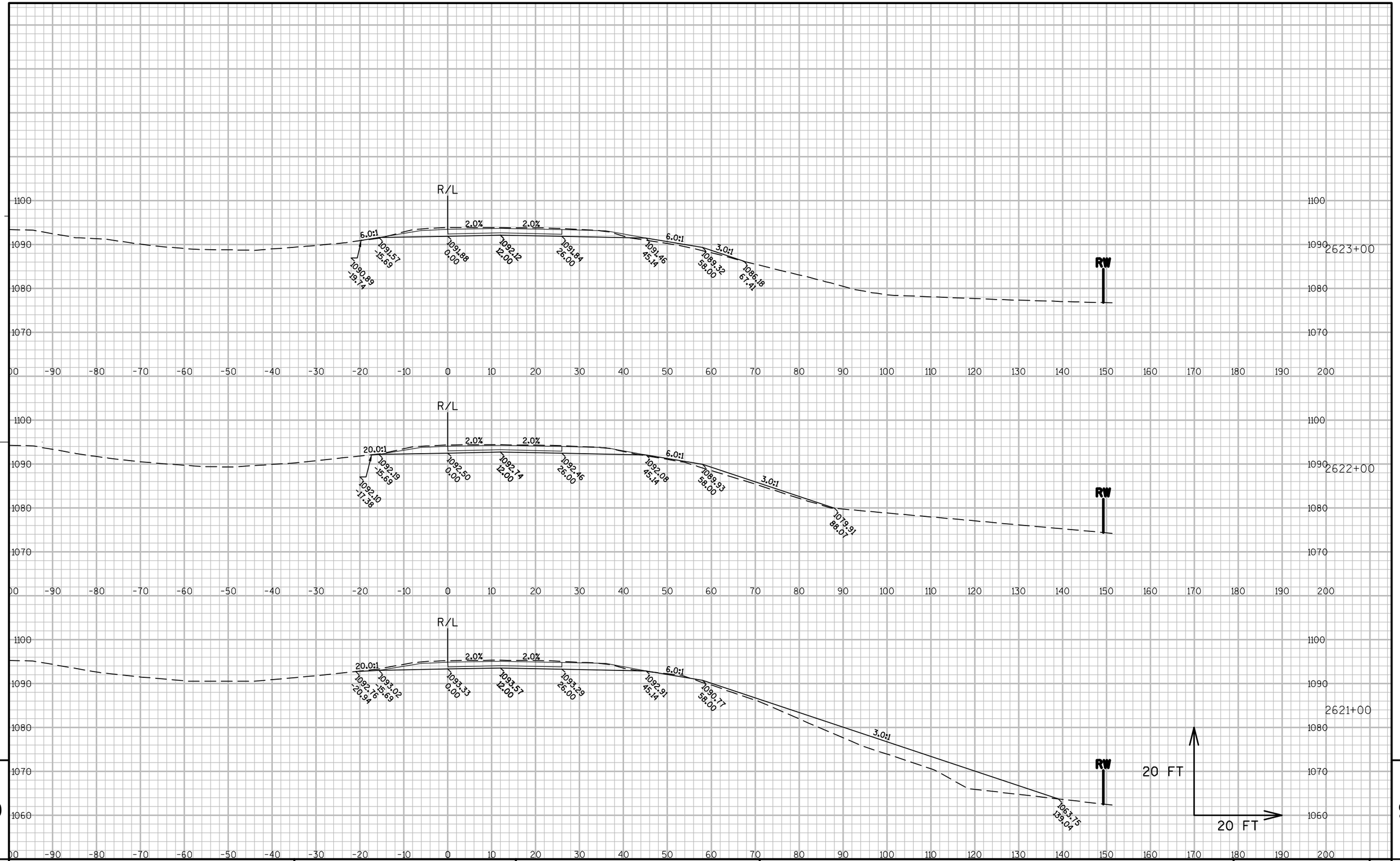


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 500 E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 6/29/2015 10:56 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

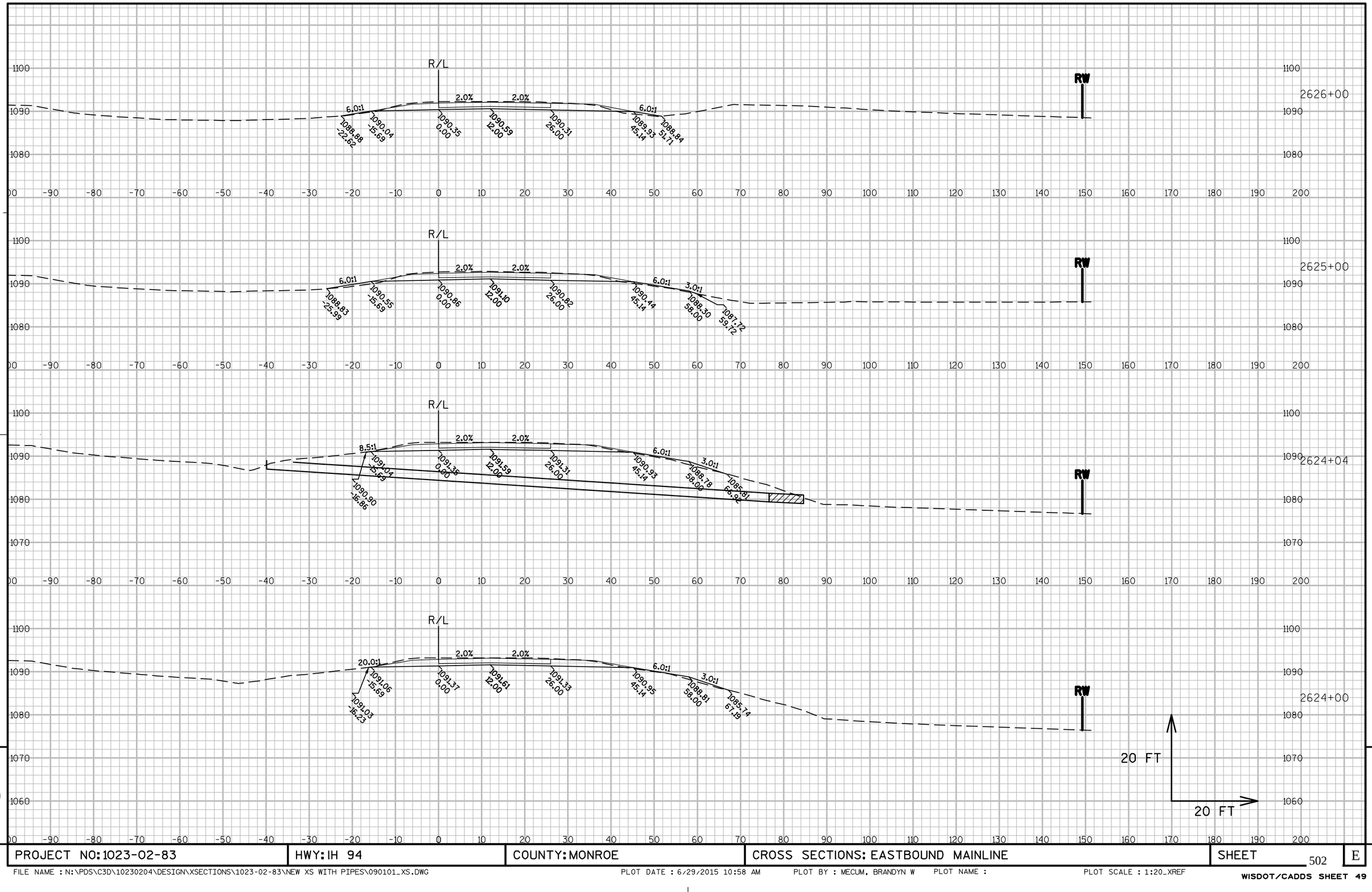


9

9

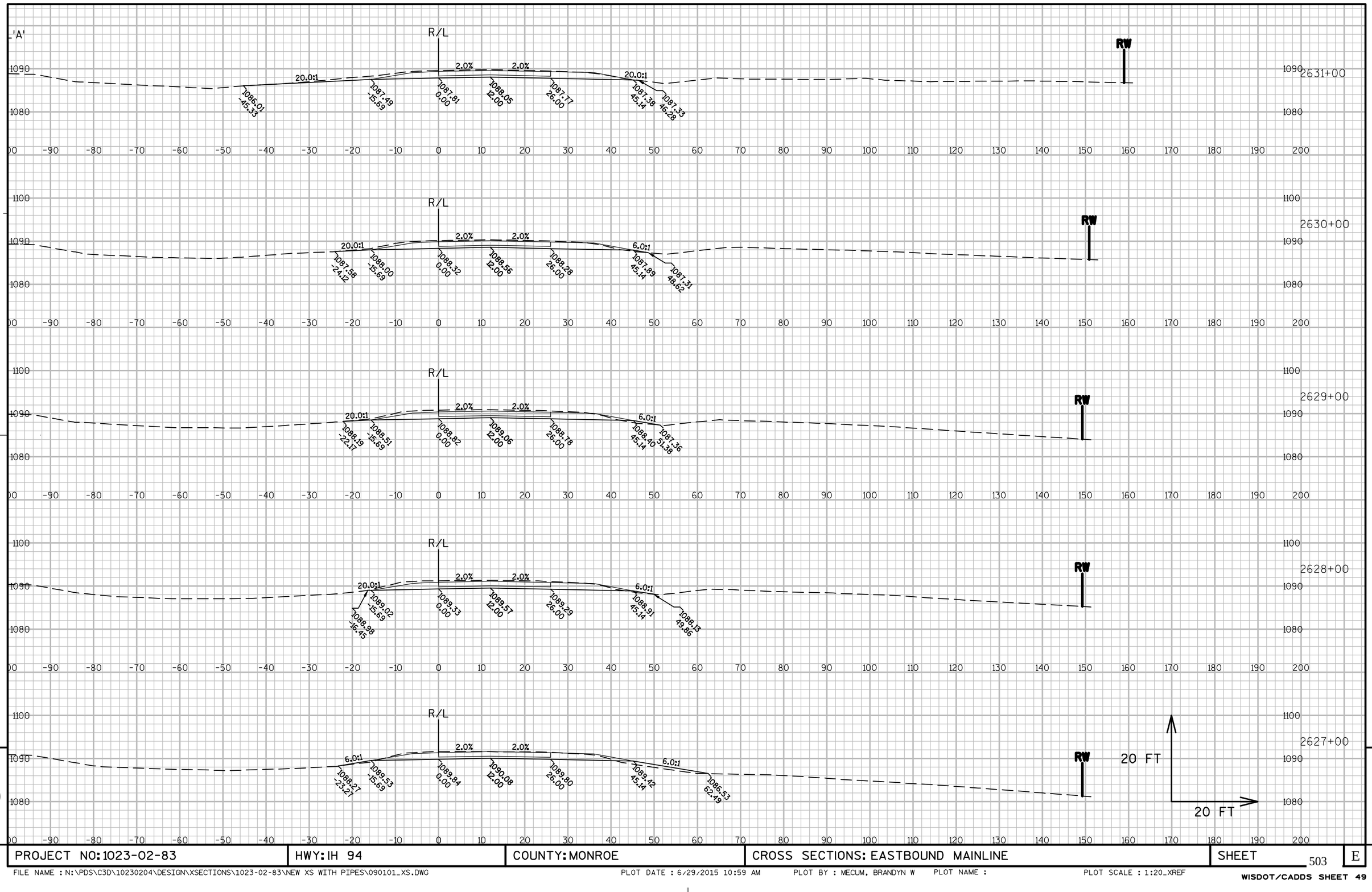
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 501 E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 6/29/2015 10:57 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 502 E

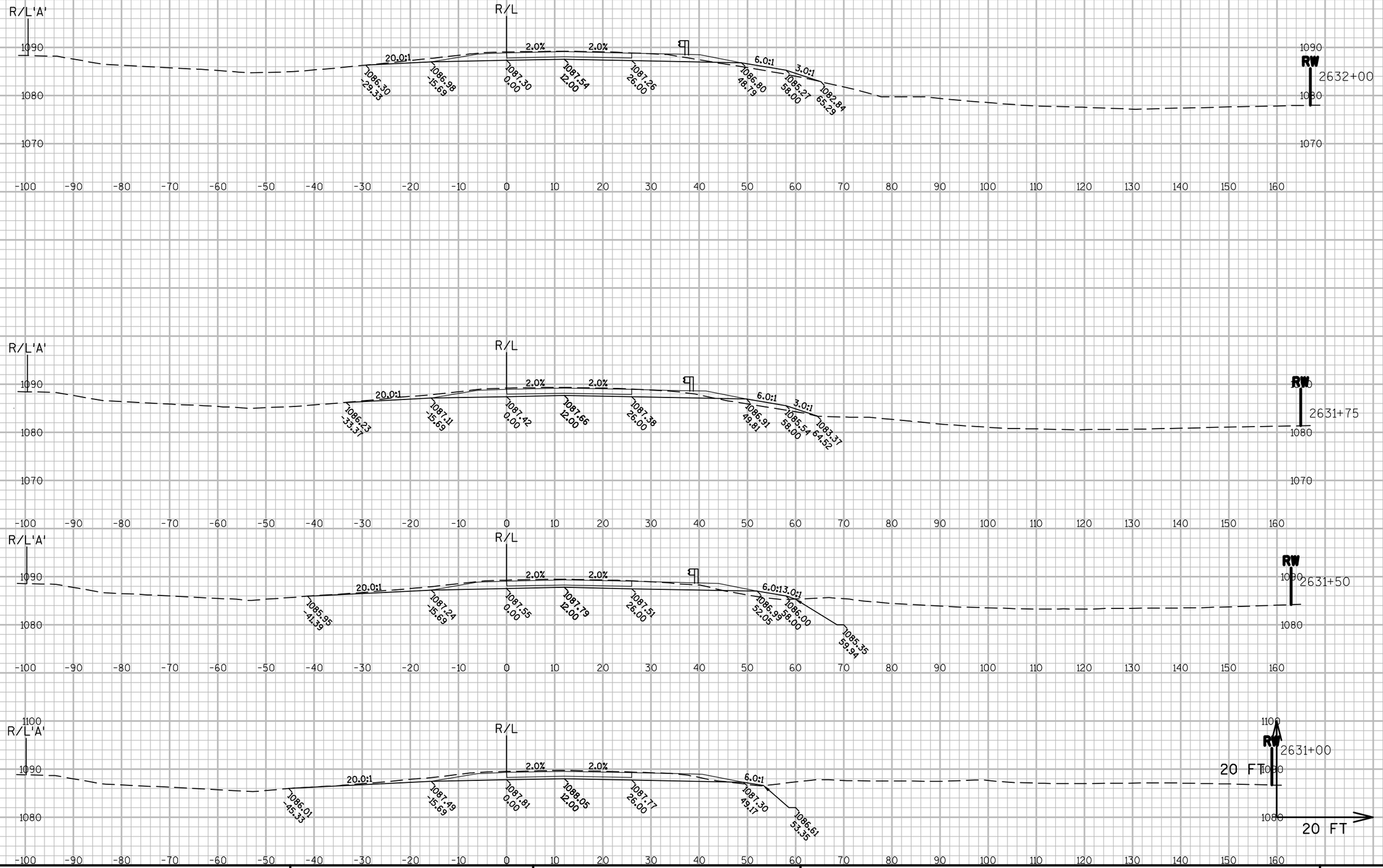
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 6/29/2015 10:58 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



9

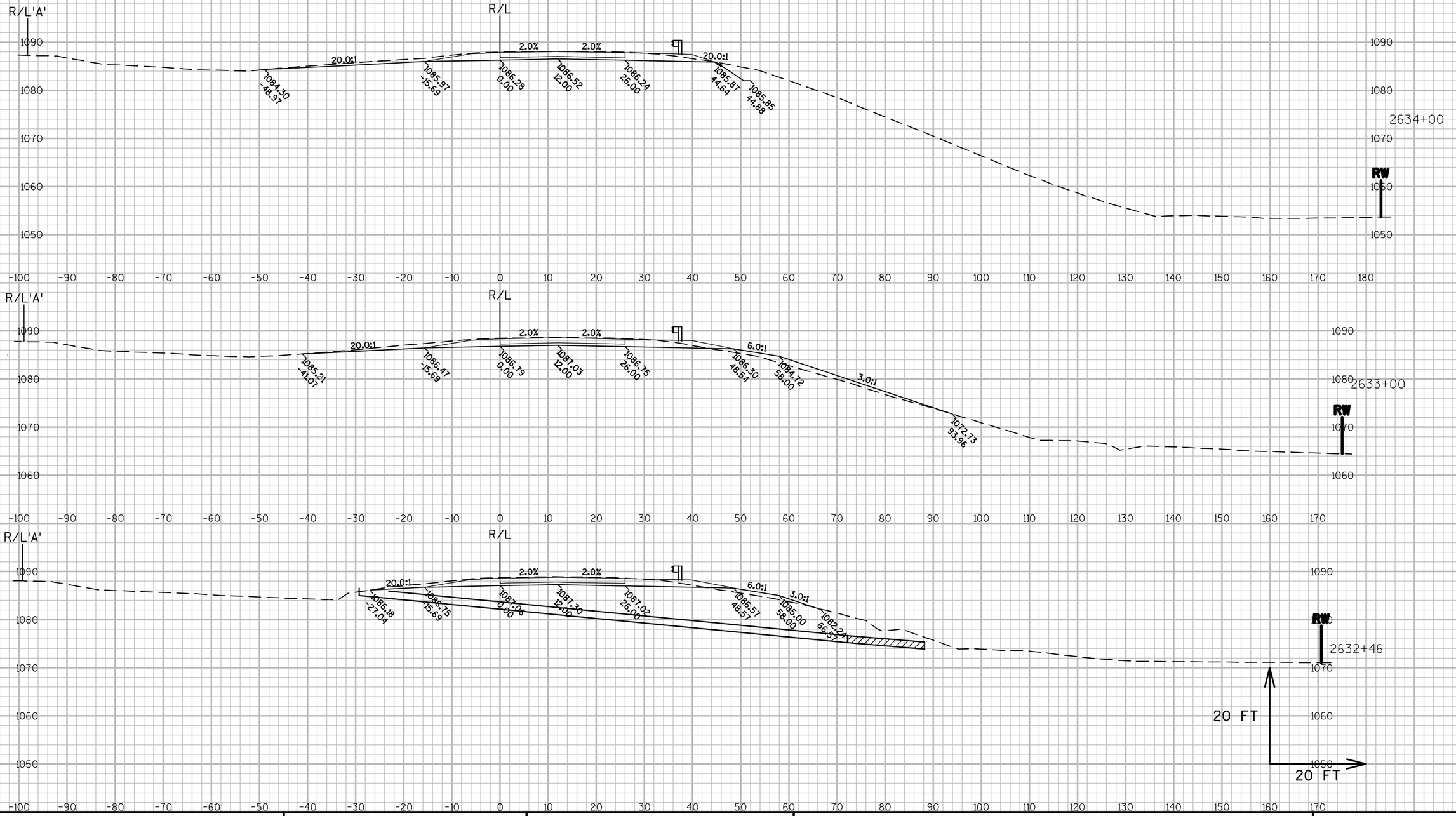
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 503	E

9



9 9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 504	E

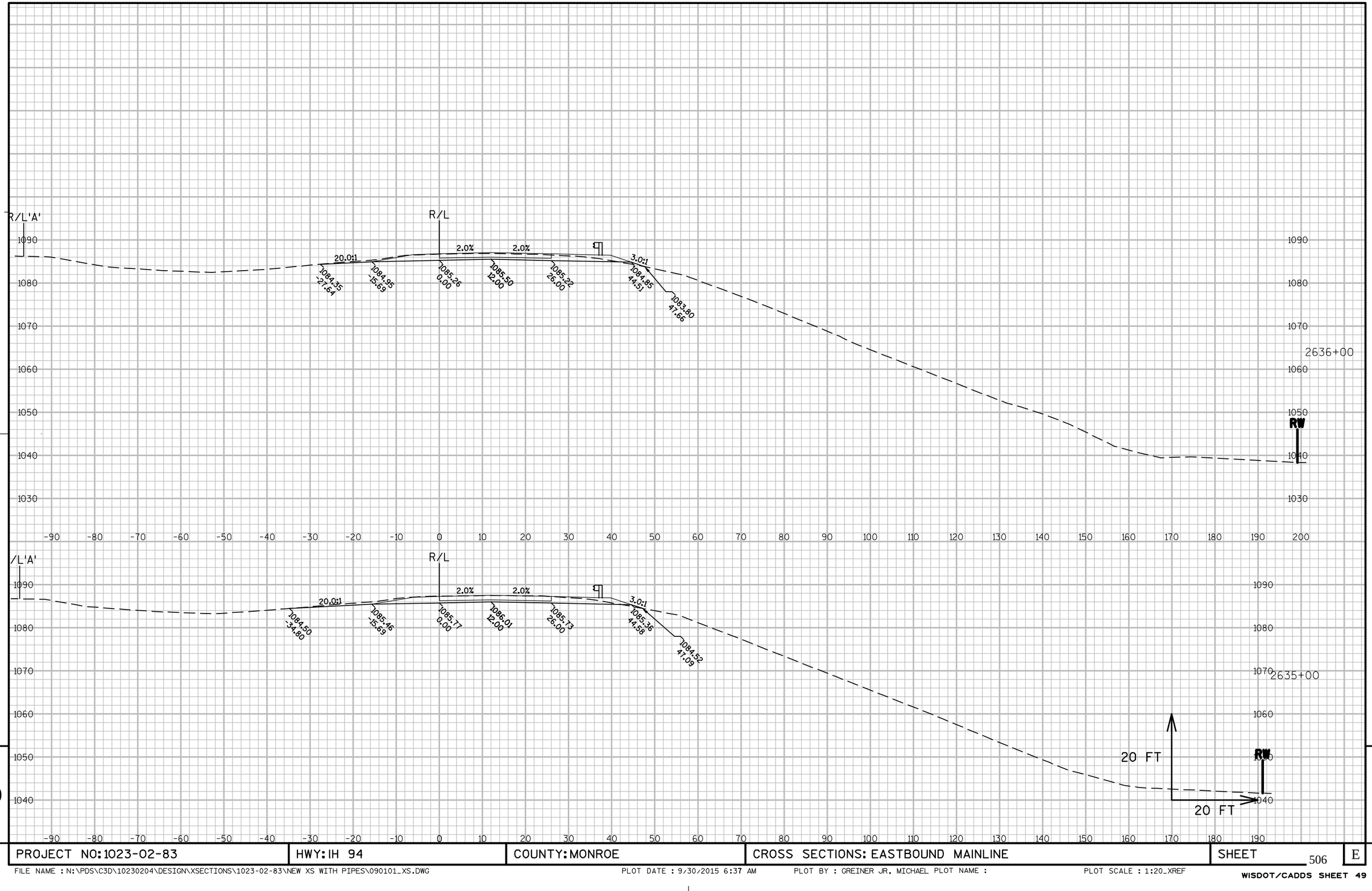


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 9/30/2015 6:36 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF

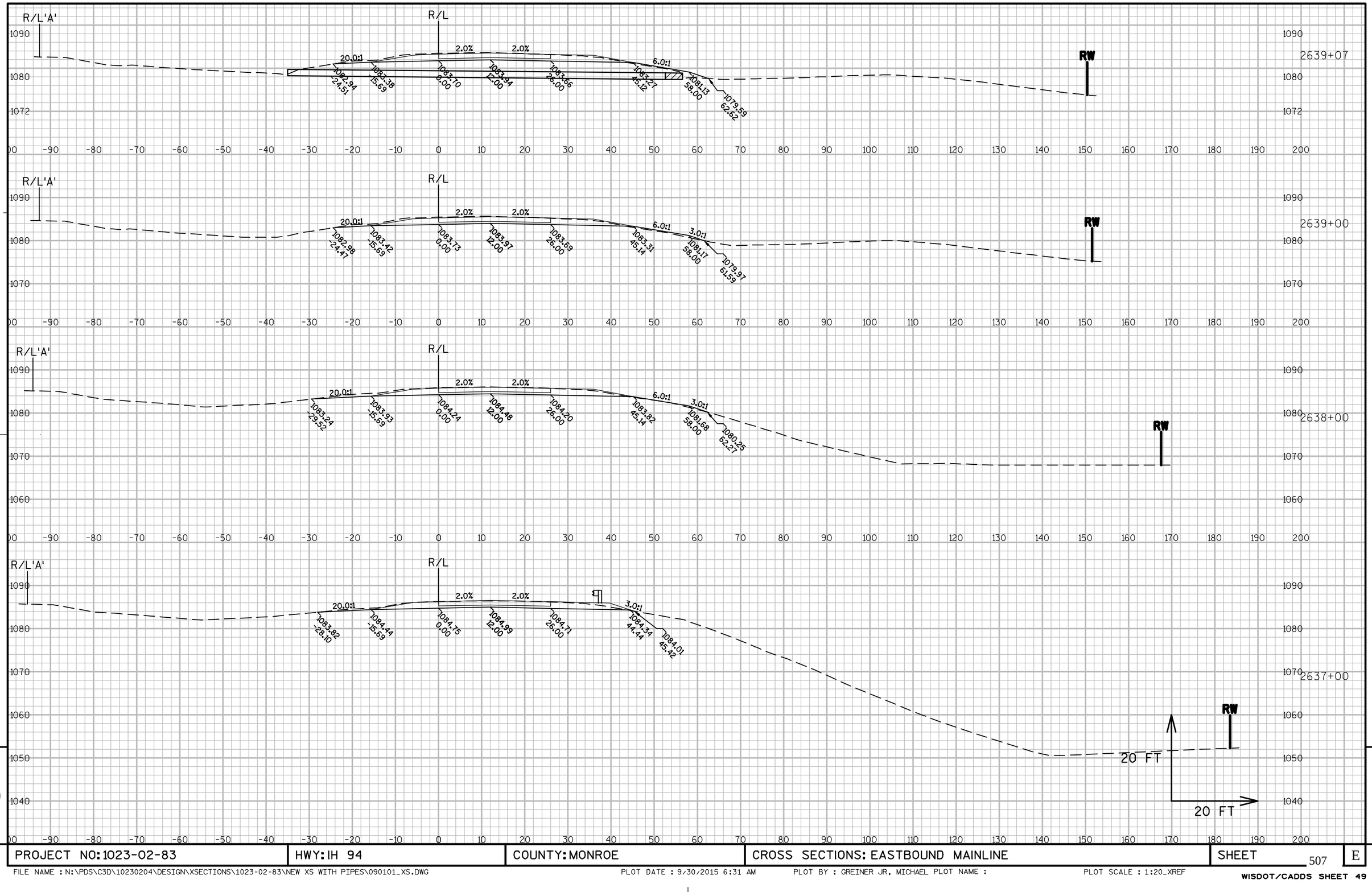


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 506	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 9/30/2015 6:37 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF



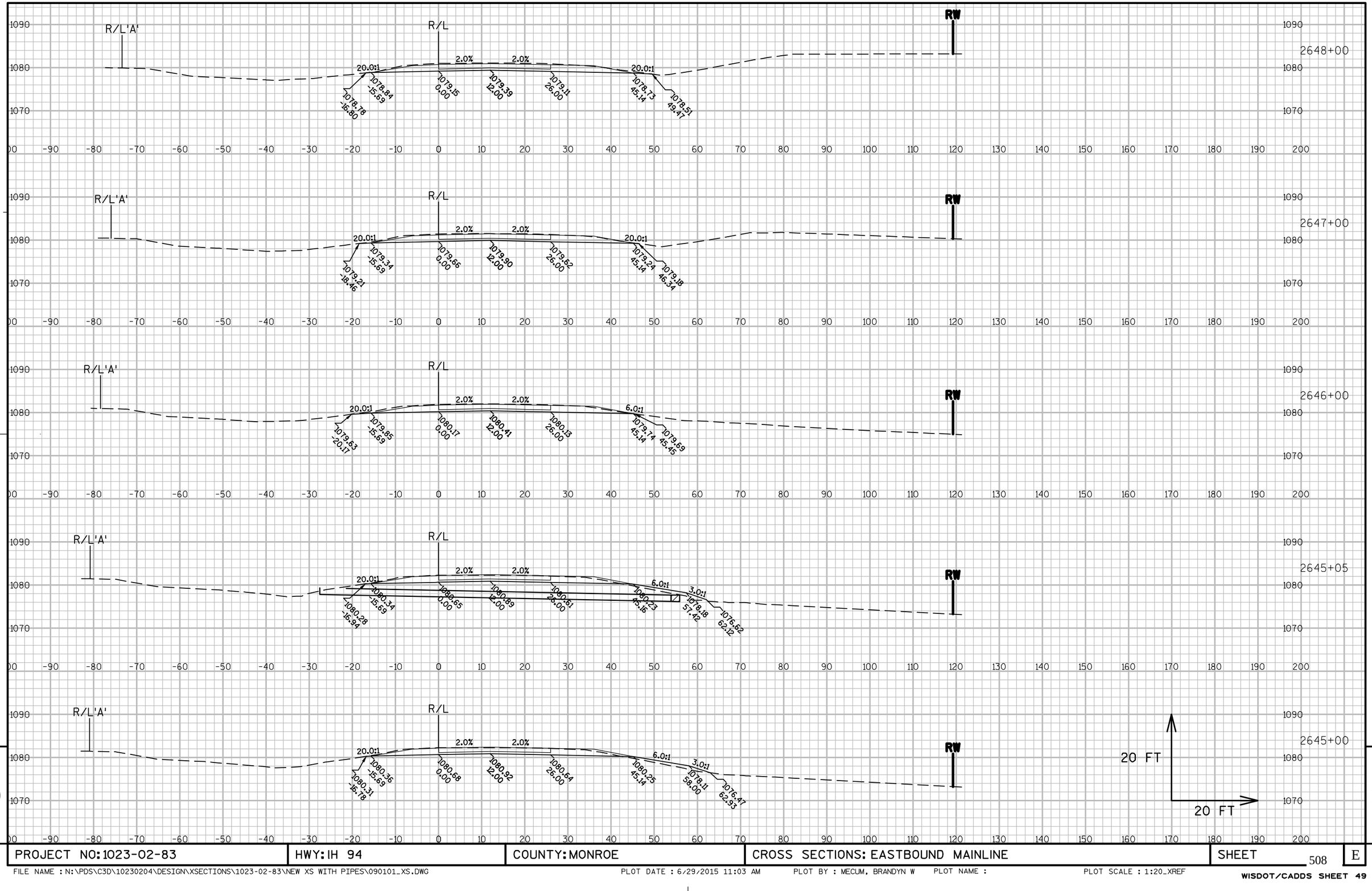
9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 507	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 9/30/2015 6:31 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF

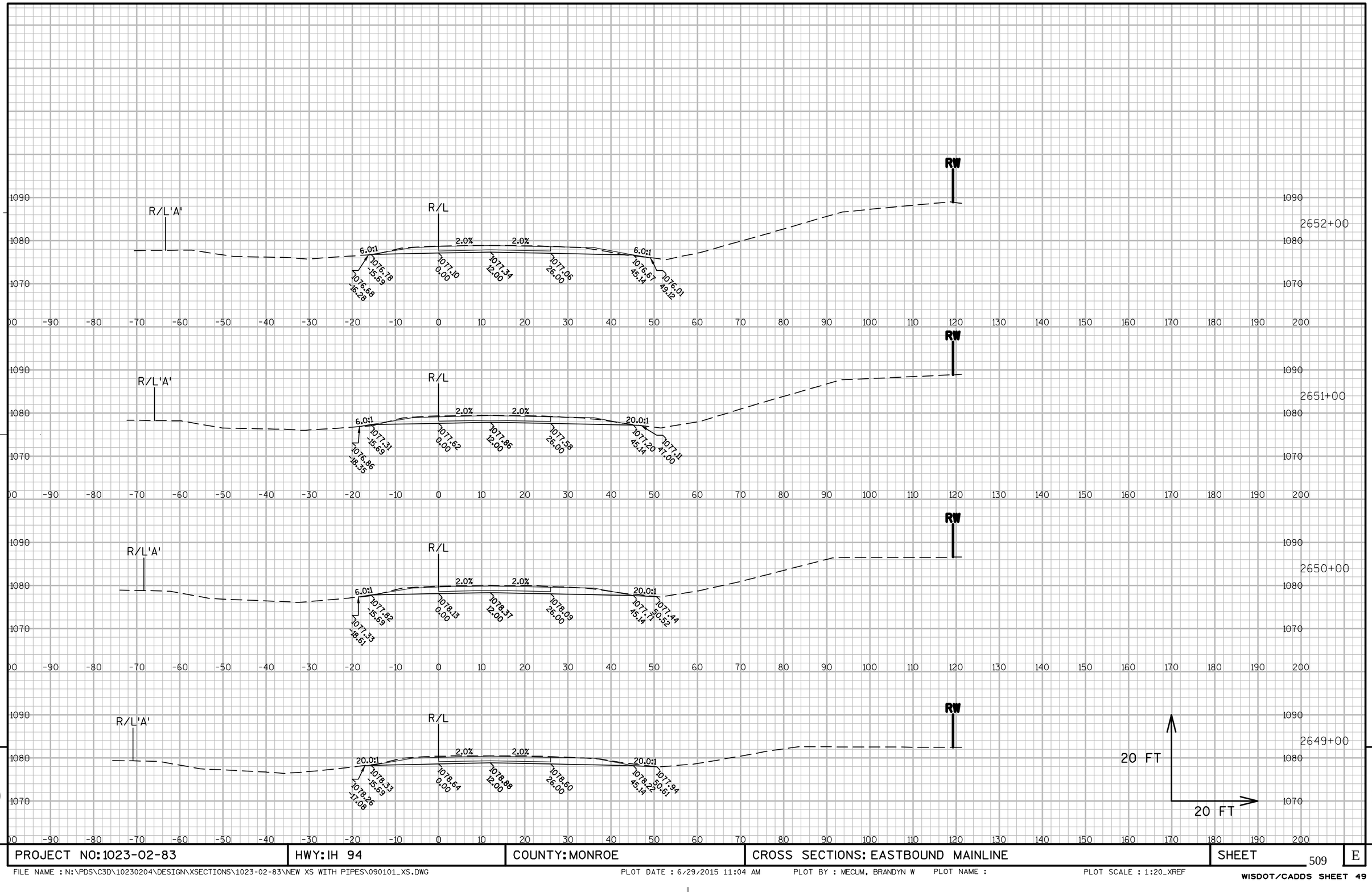
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 508	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 6/29/2015 11:03 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

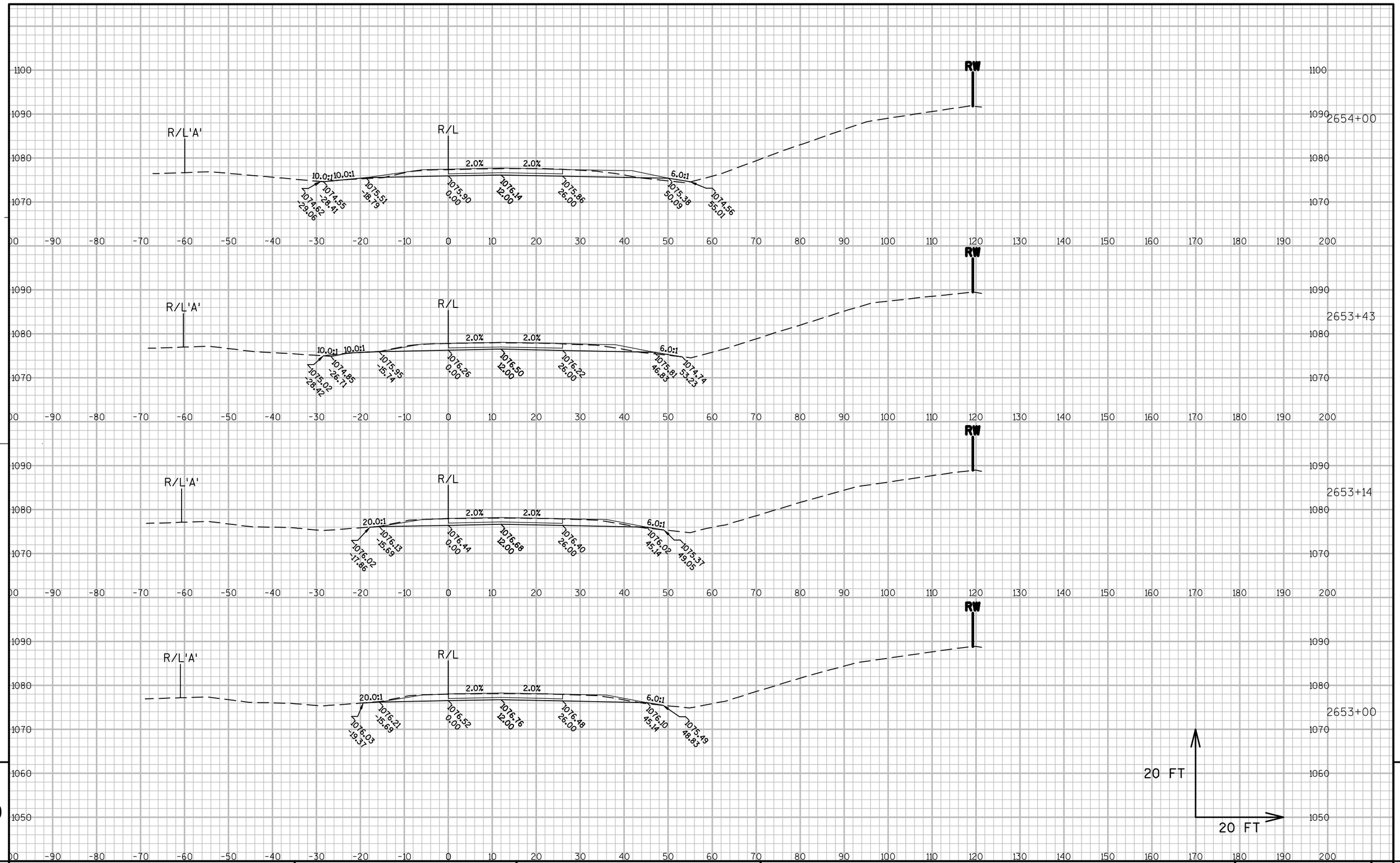
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 509	E

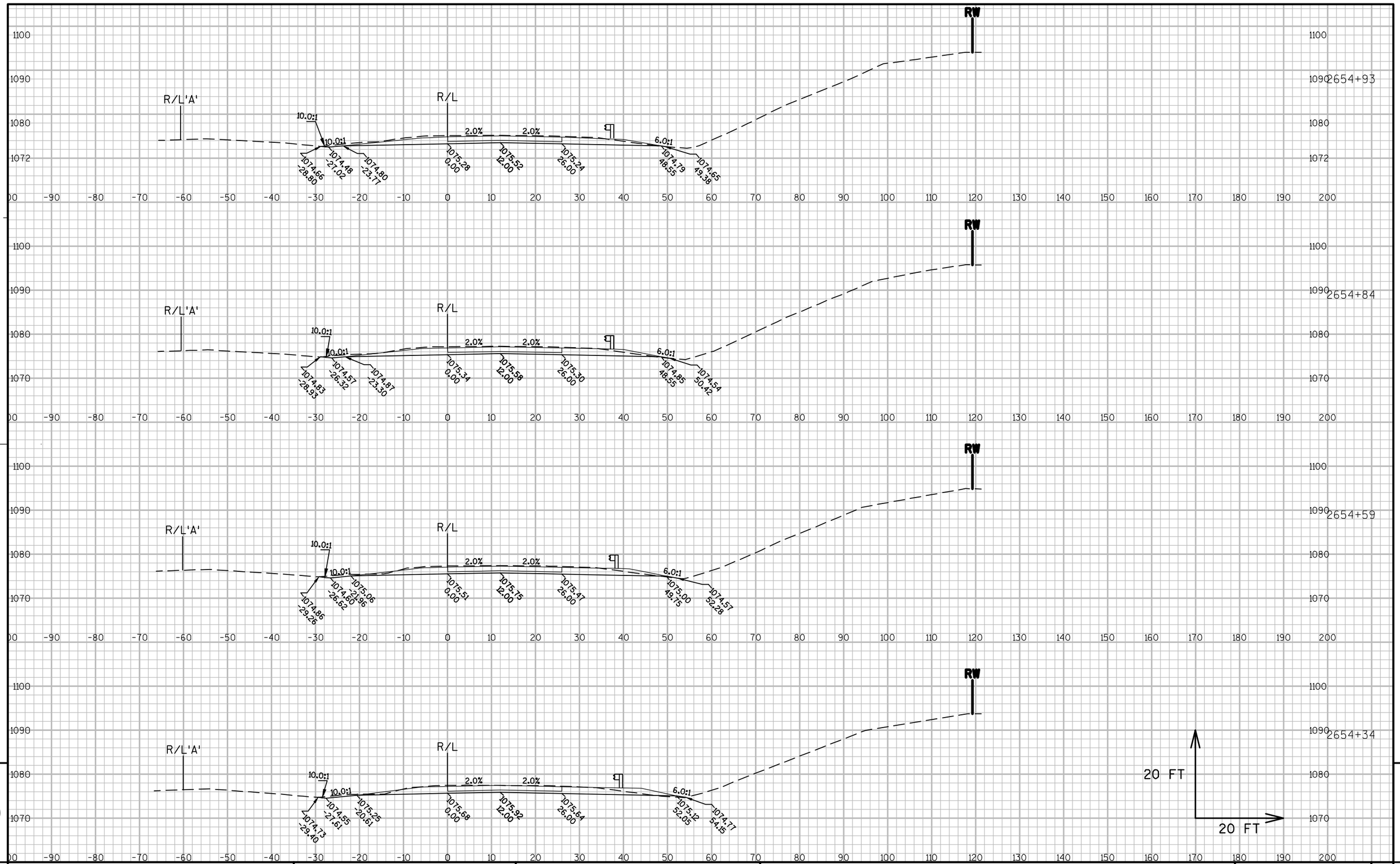
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG
PLOT DATE : 6/29/2015 11:04 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 510 E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 6/29/2015 11:05 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

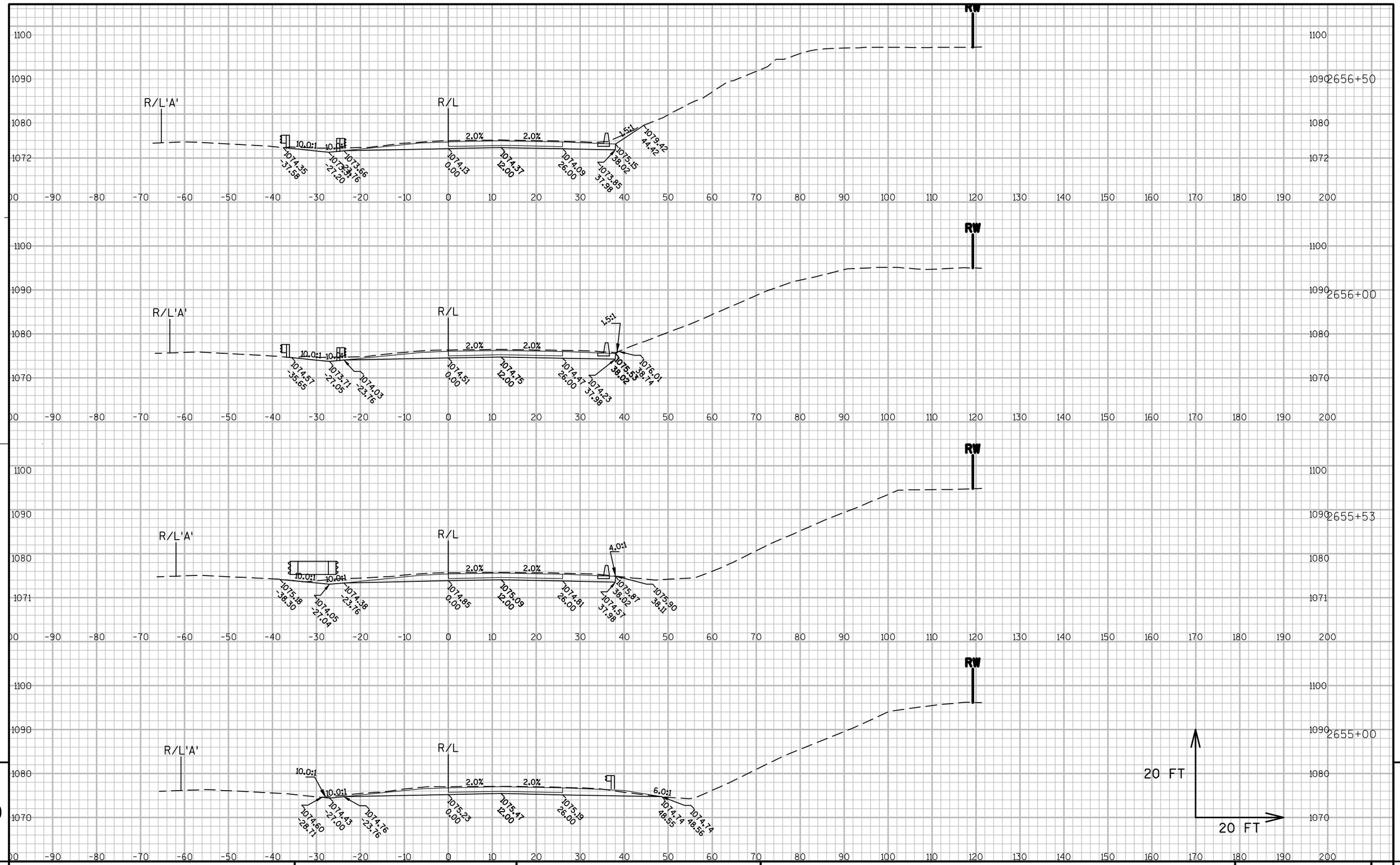
WISDOT/CADDS SHEET 49



9

9

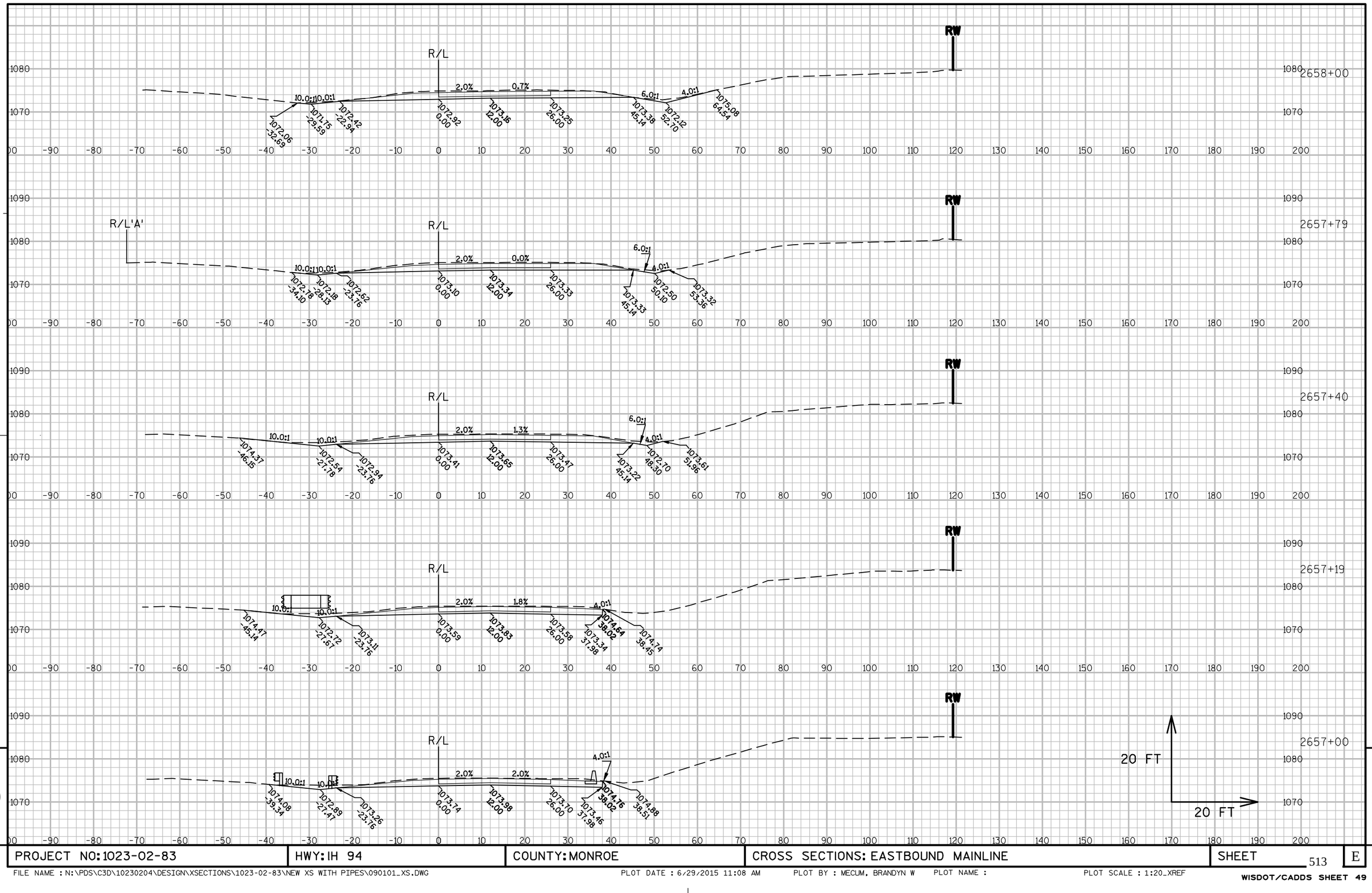
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 511 E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 512	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 6/29/2015 11:07 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

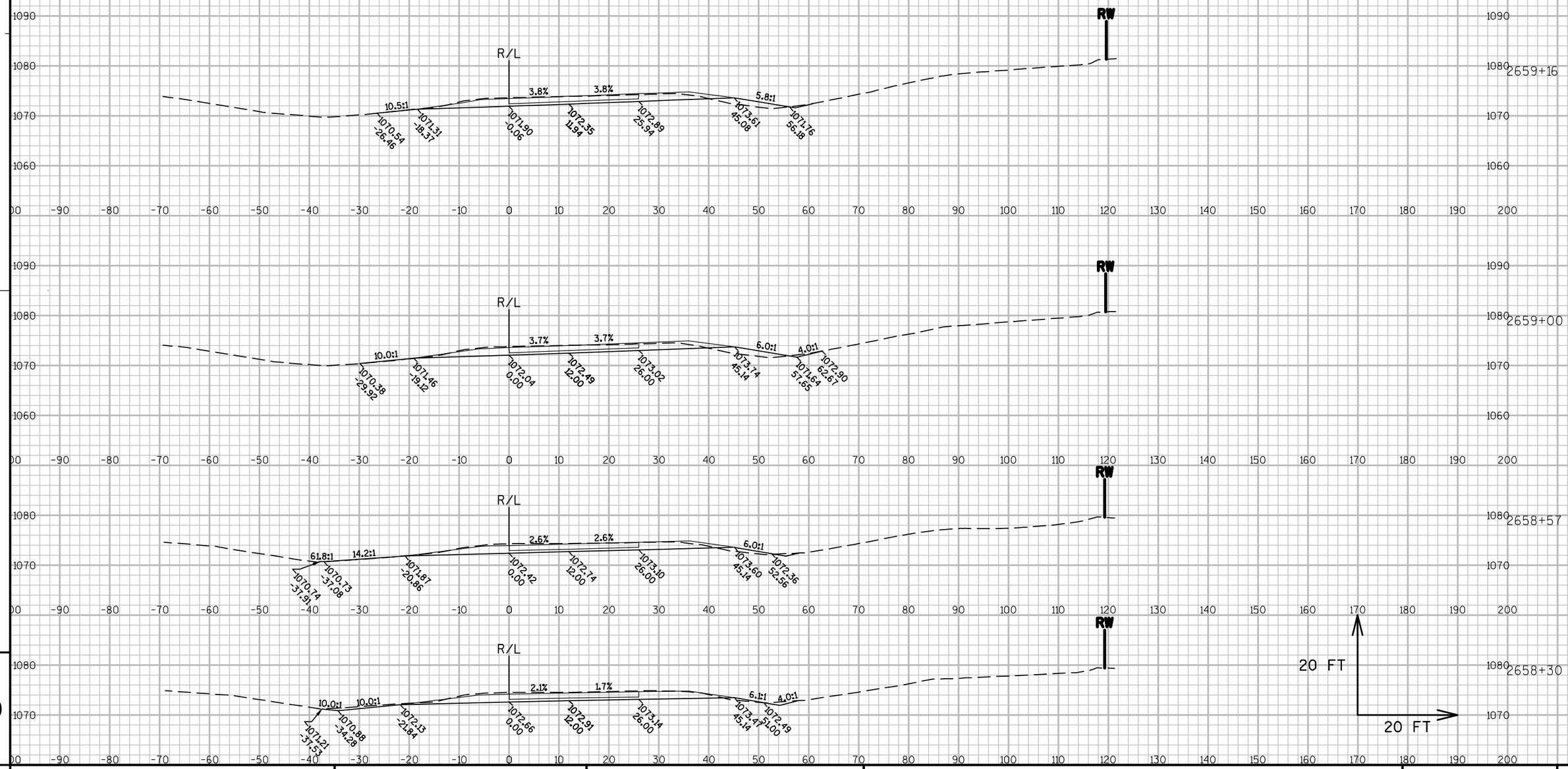
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 513 E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 6/29/2015 11:08 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

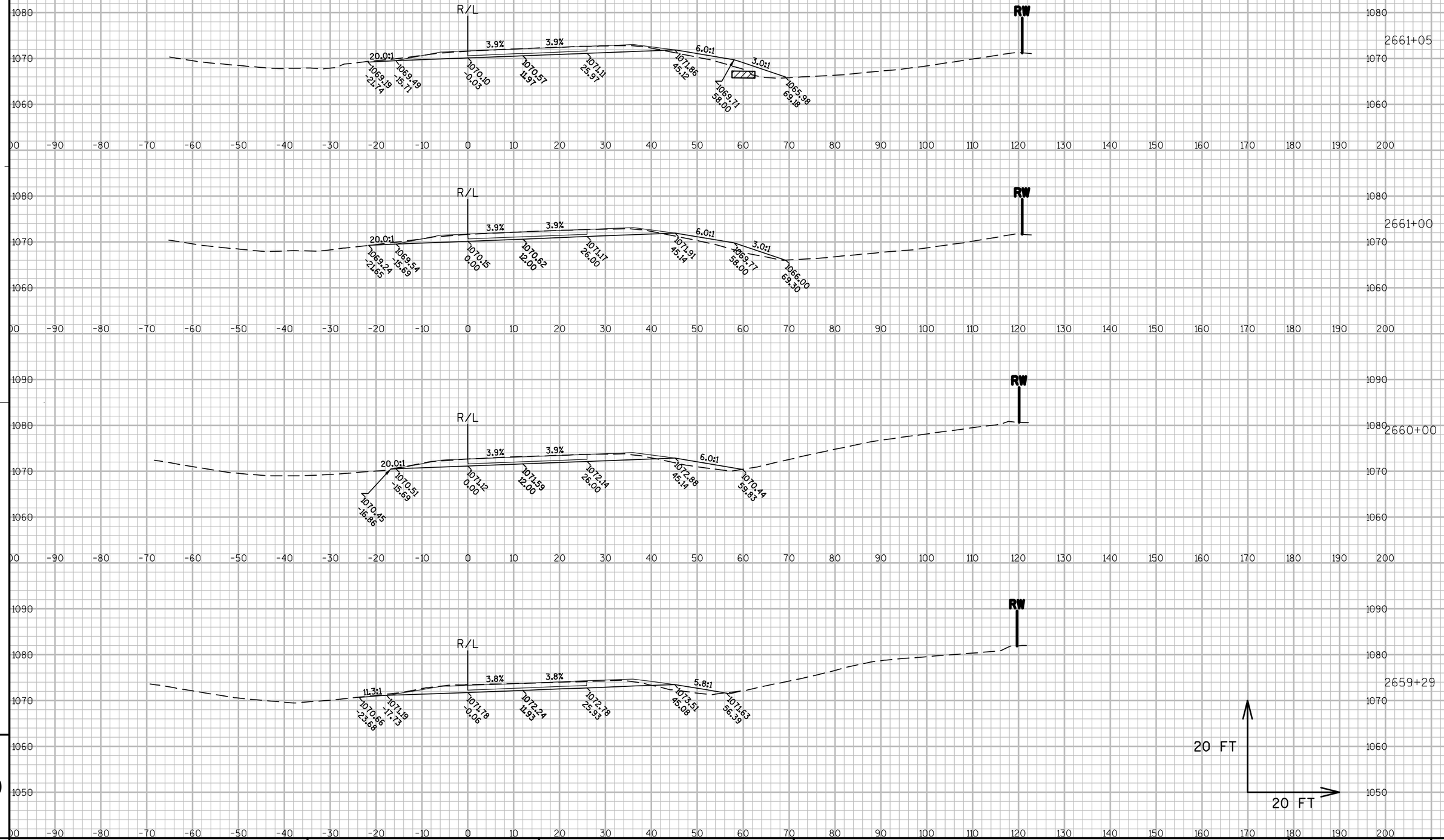
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 514 E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 6/29/2015 11:09 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

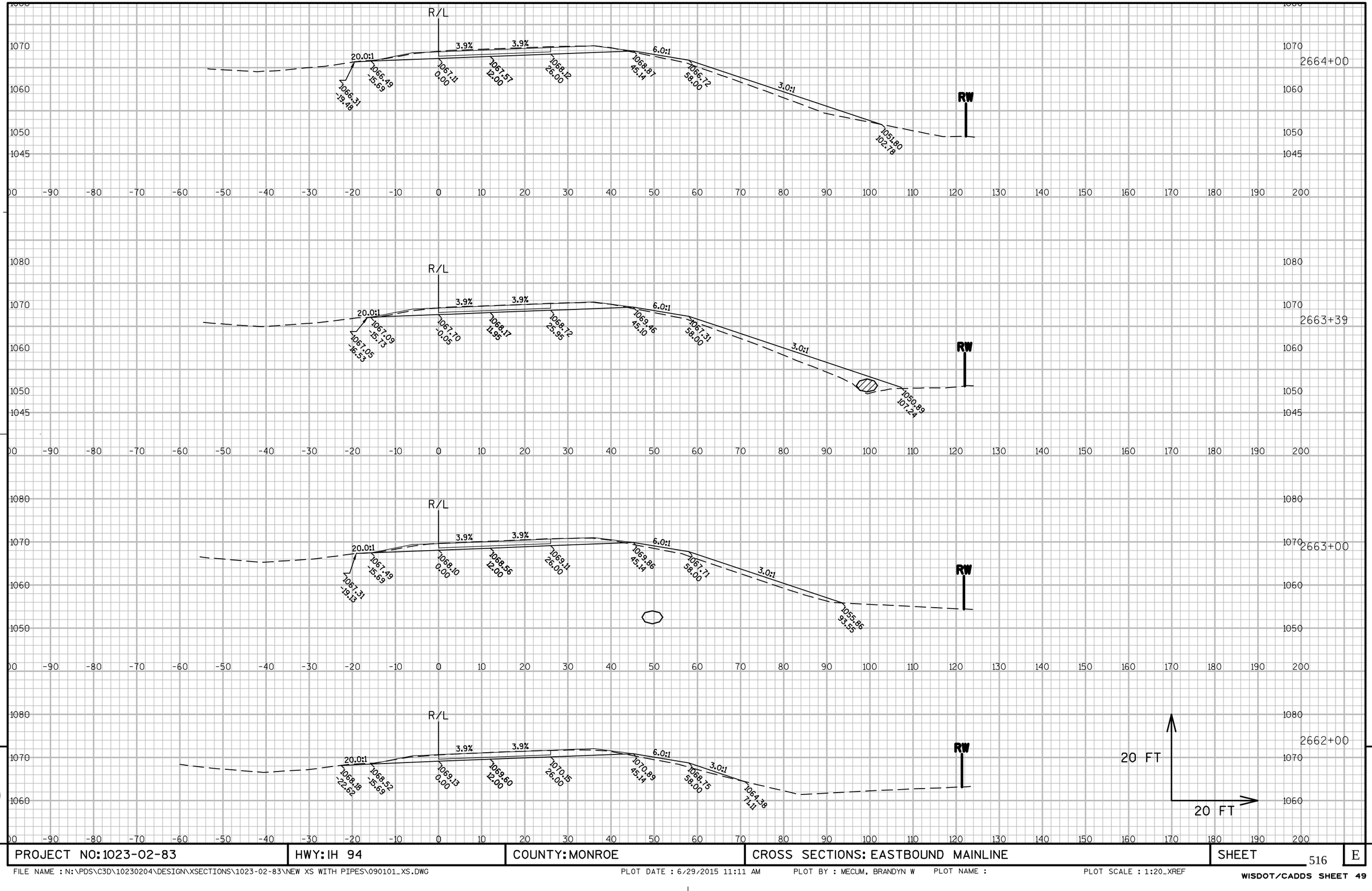
WISDOT/CADDS SHEET 49



9

9

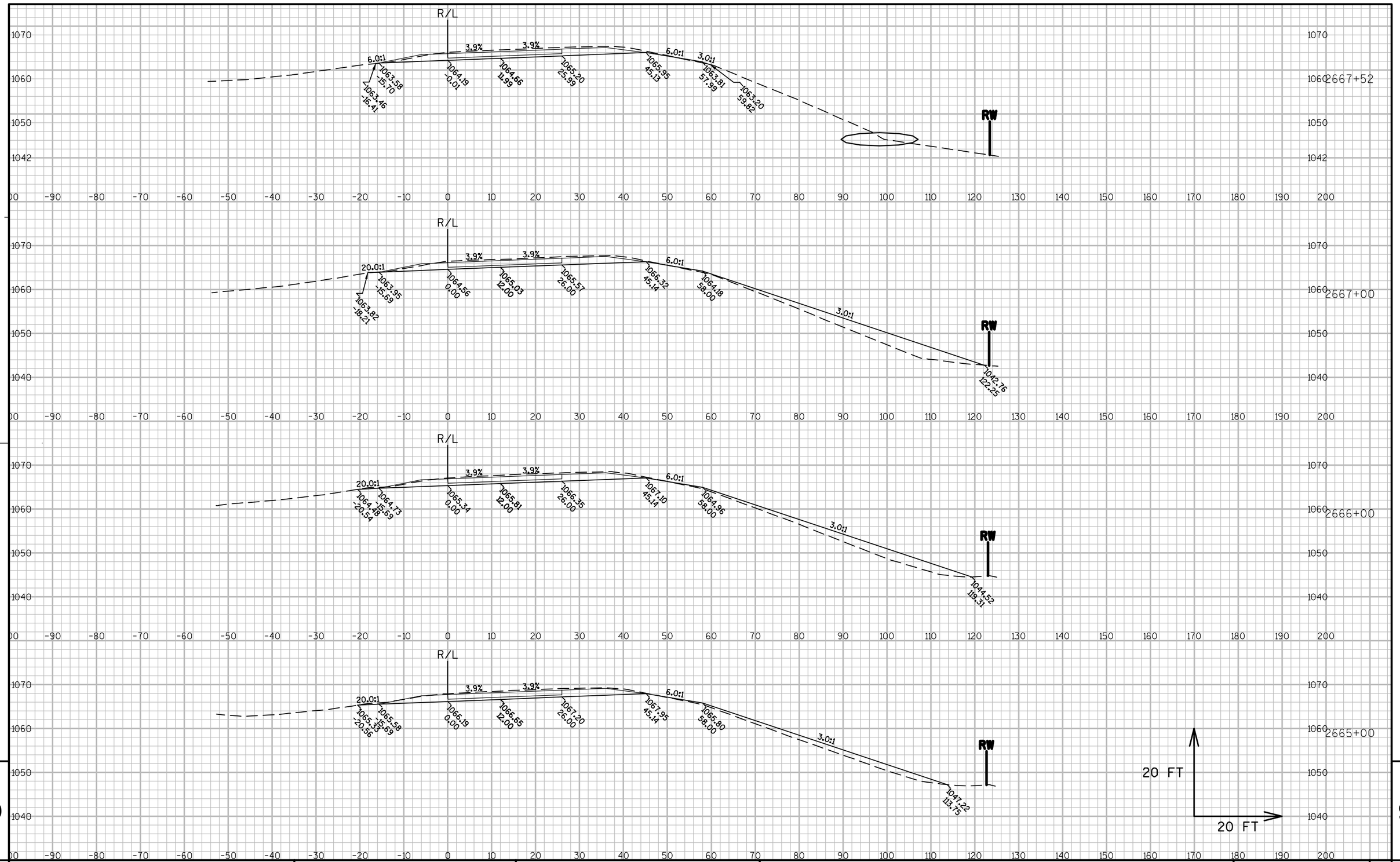
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 515	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 516	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 6/29/2015 11:11 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

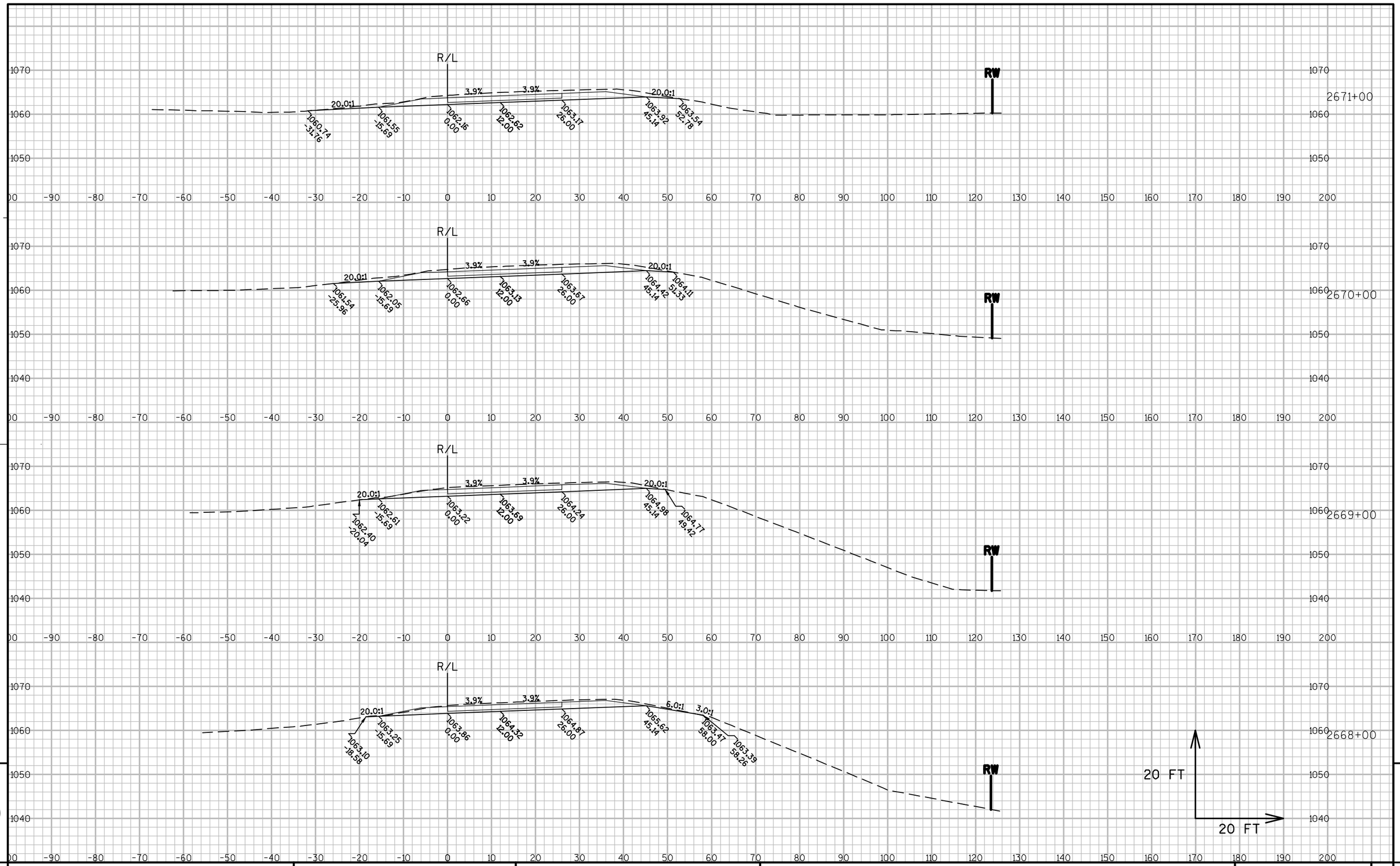


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 517	E

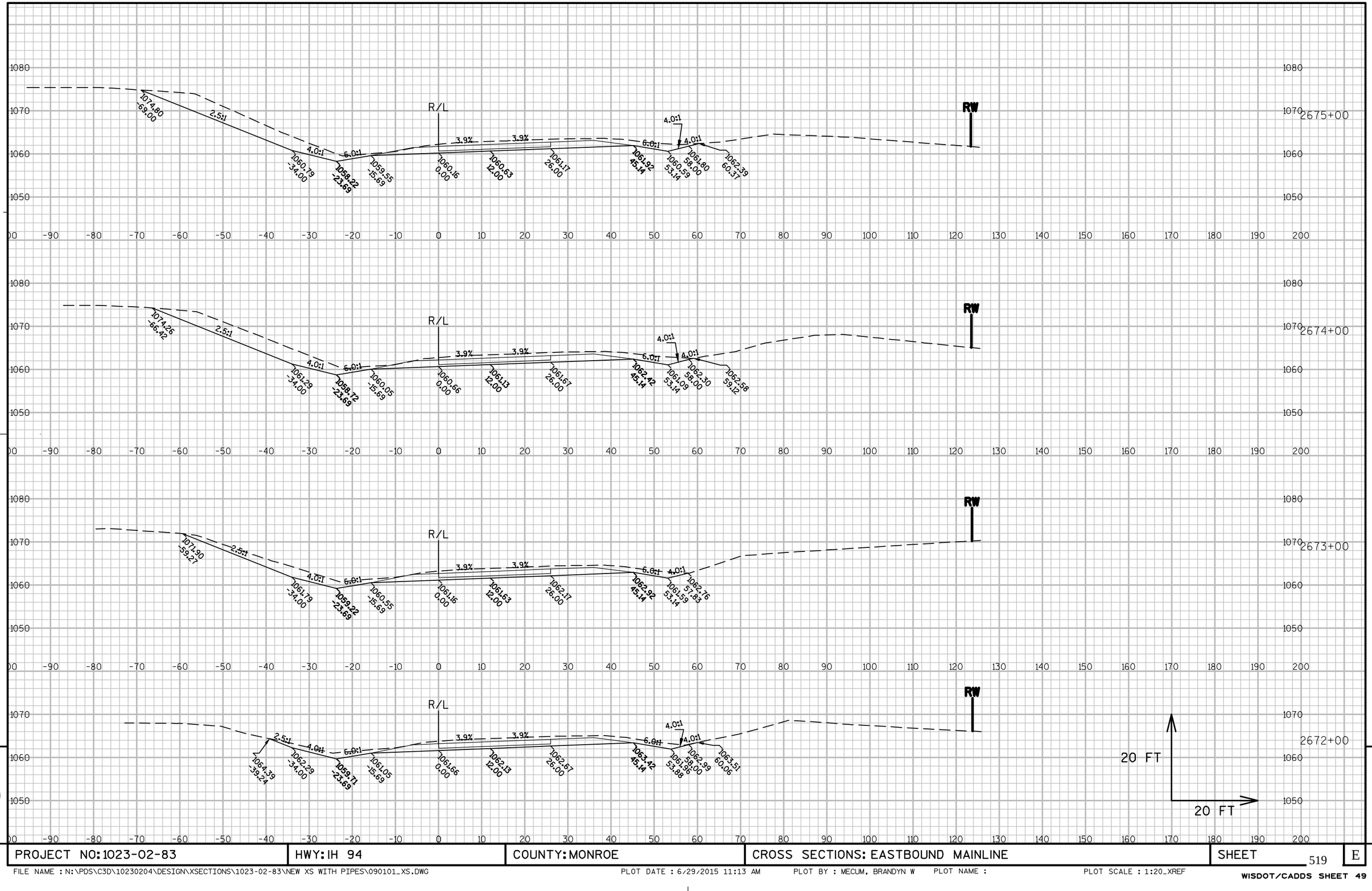
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 6/29/2015 11:11 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 518	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 6/29/2015 11:12 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

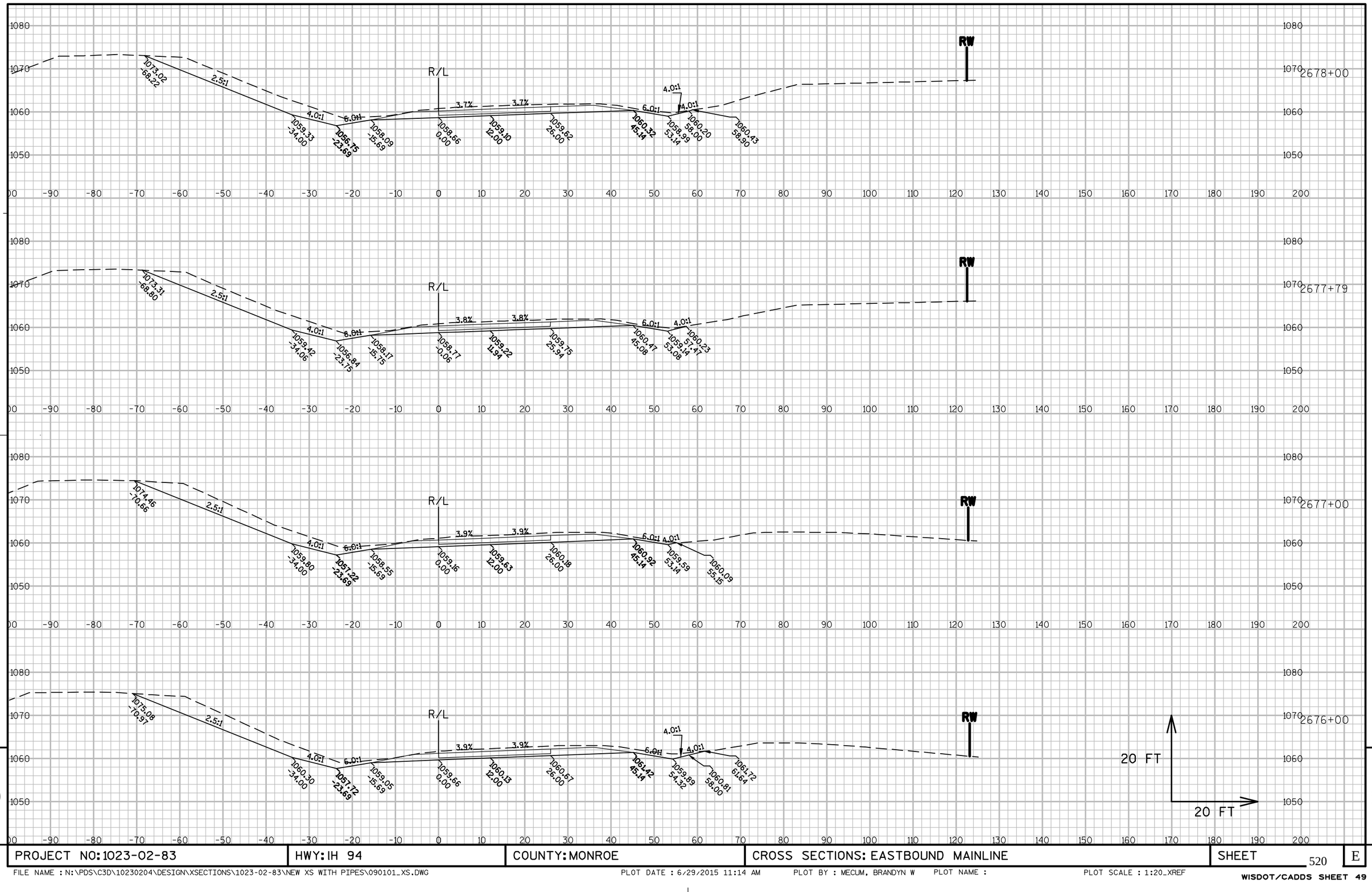
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 519	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 6/29/2015 11:13 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

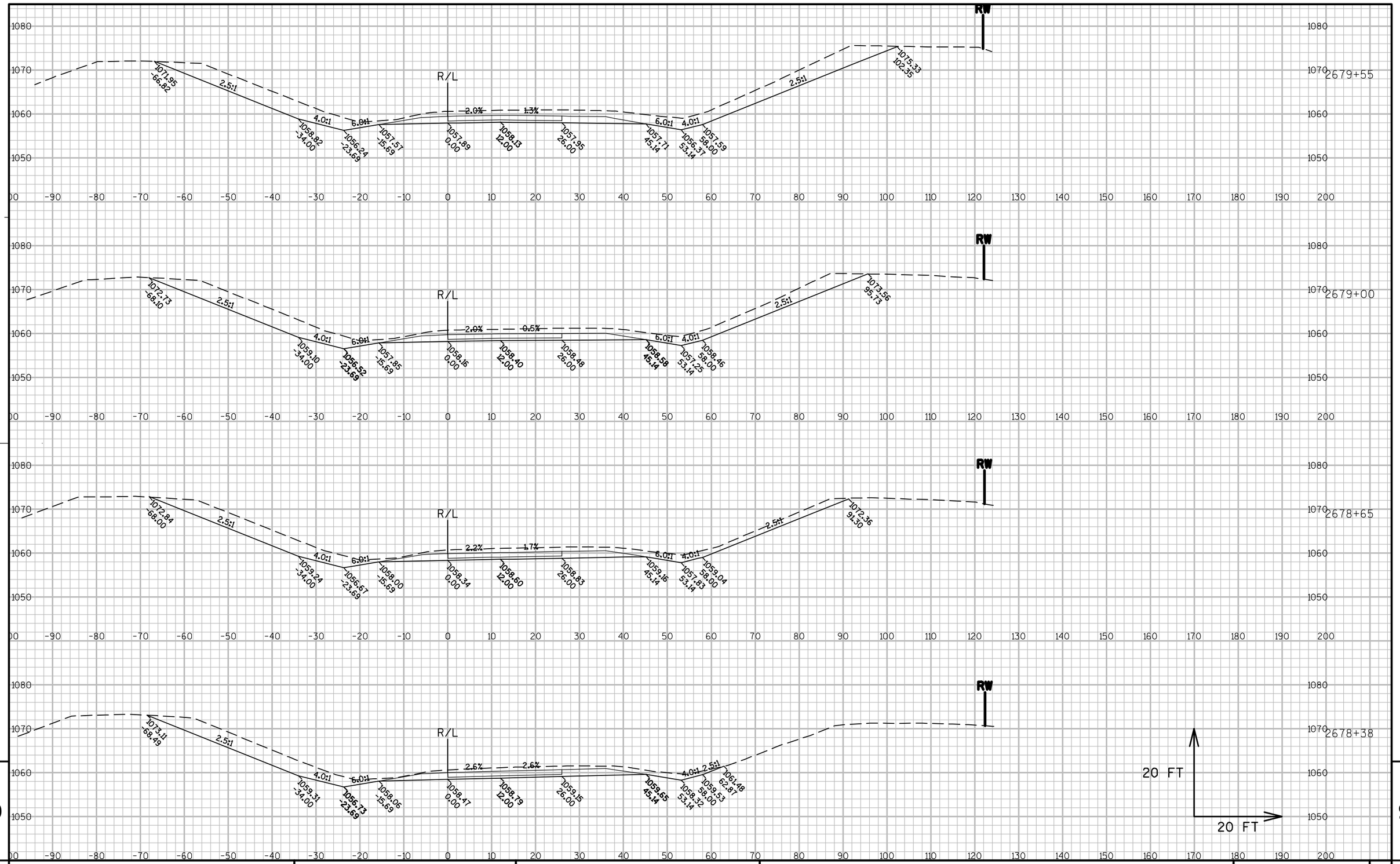
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 520	E

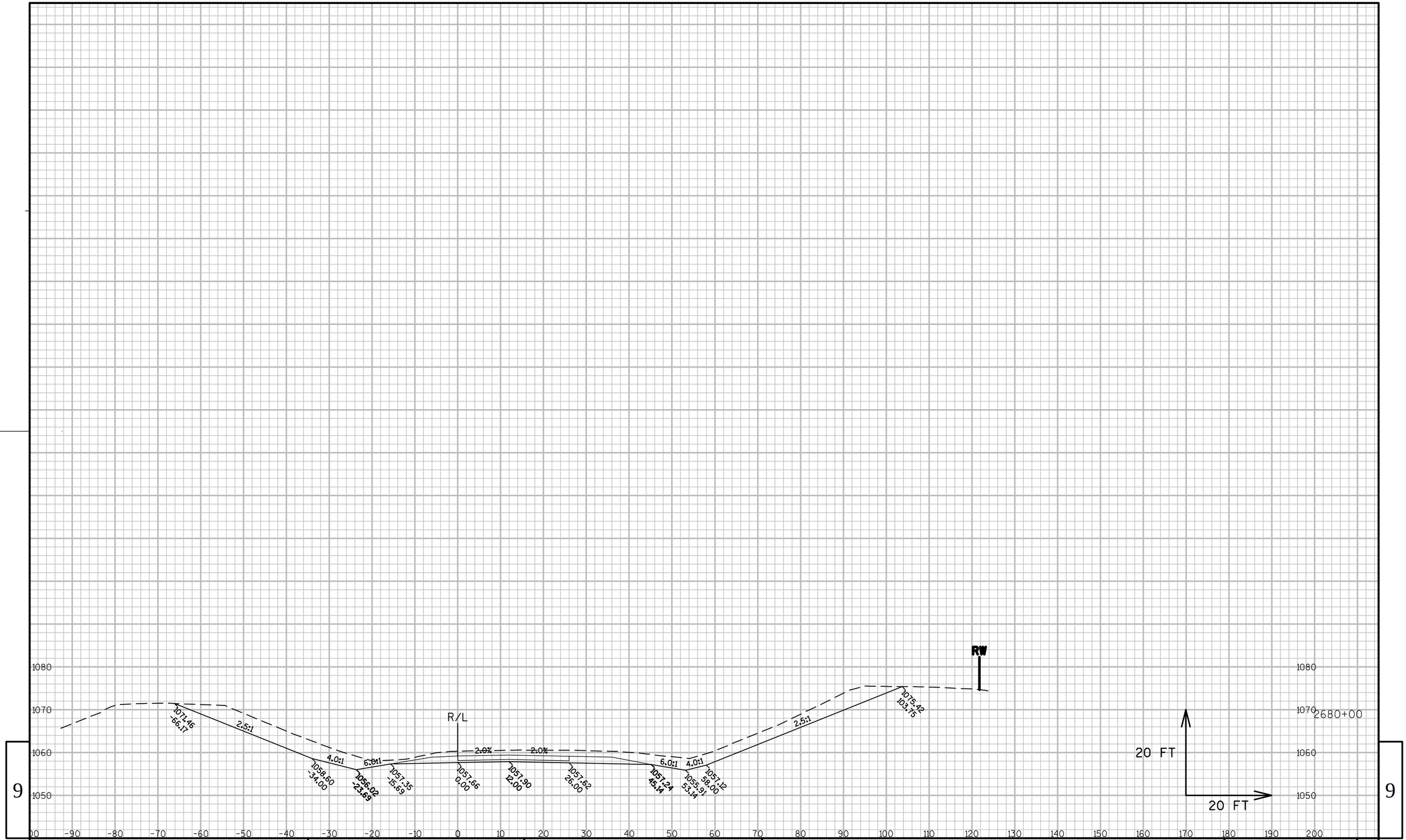


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 521 E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 6/29/2015 11:15 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

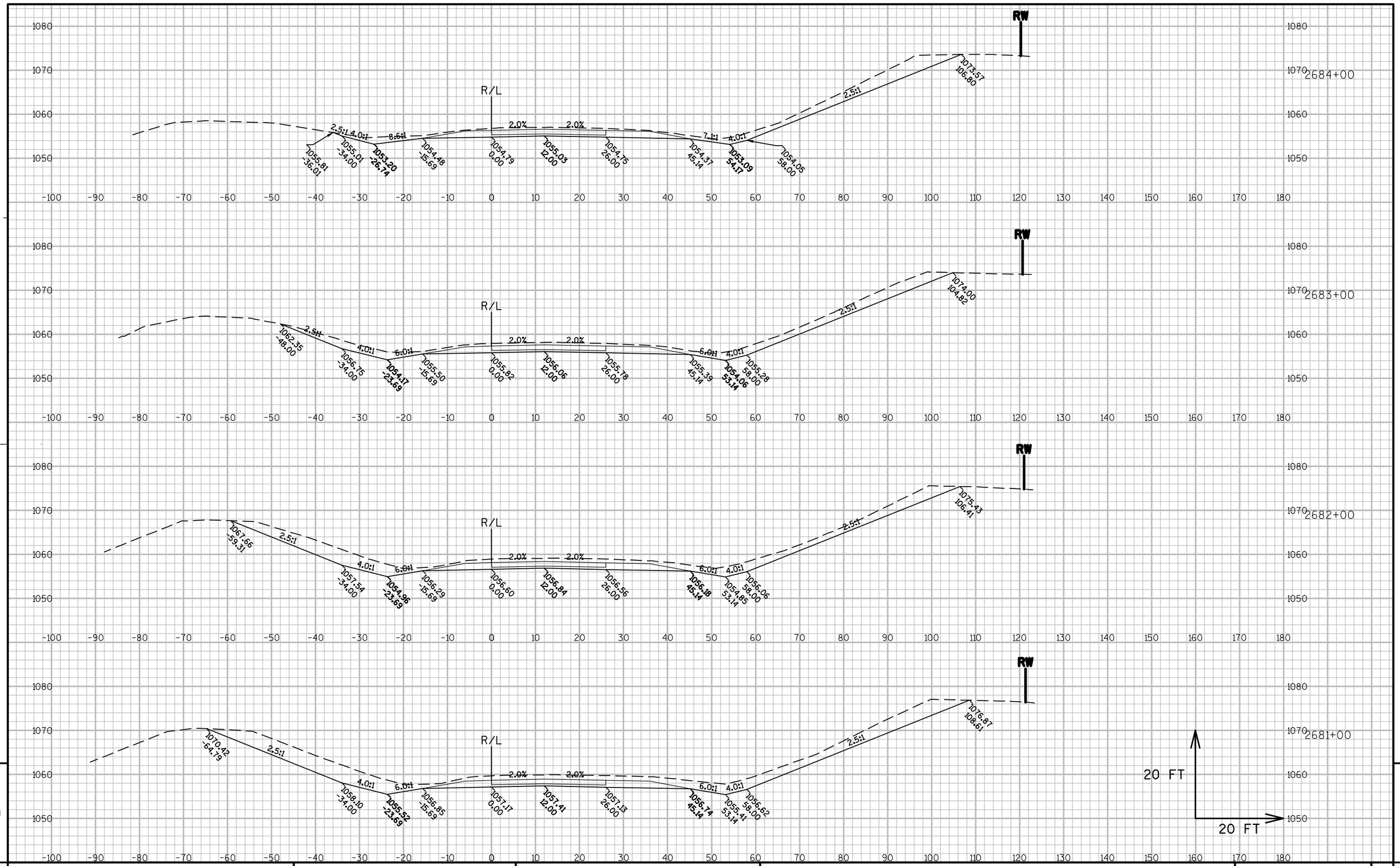


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 522	E

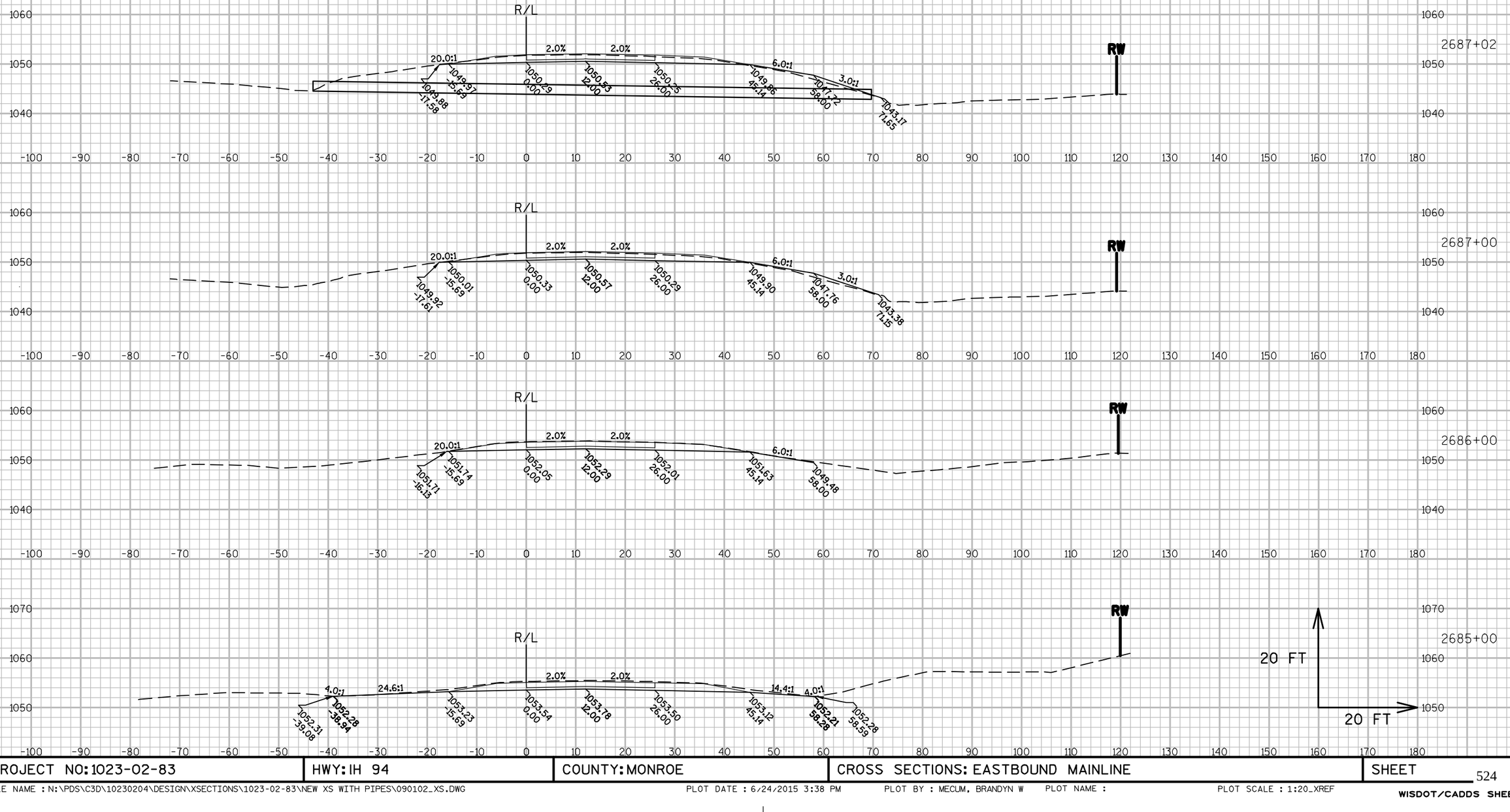
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090101_XS.DWG PLOT DATE : 6/29/2015 11:16 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 523	E

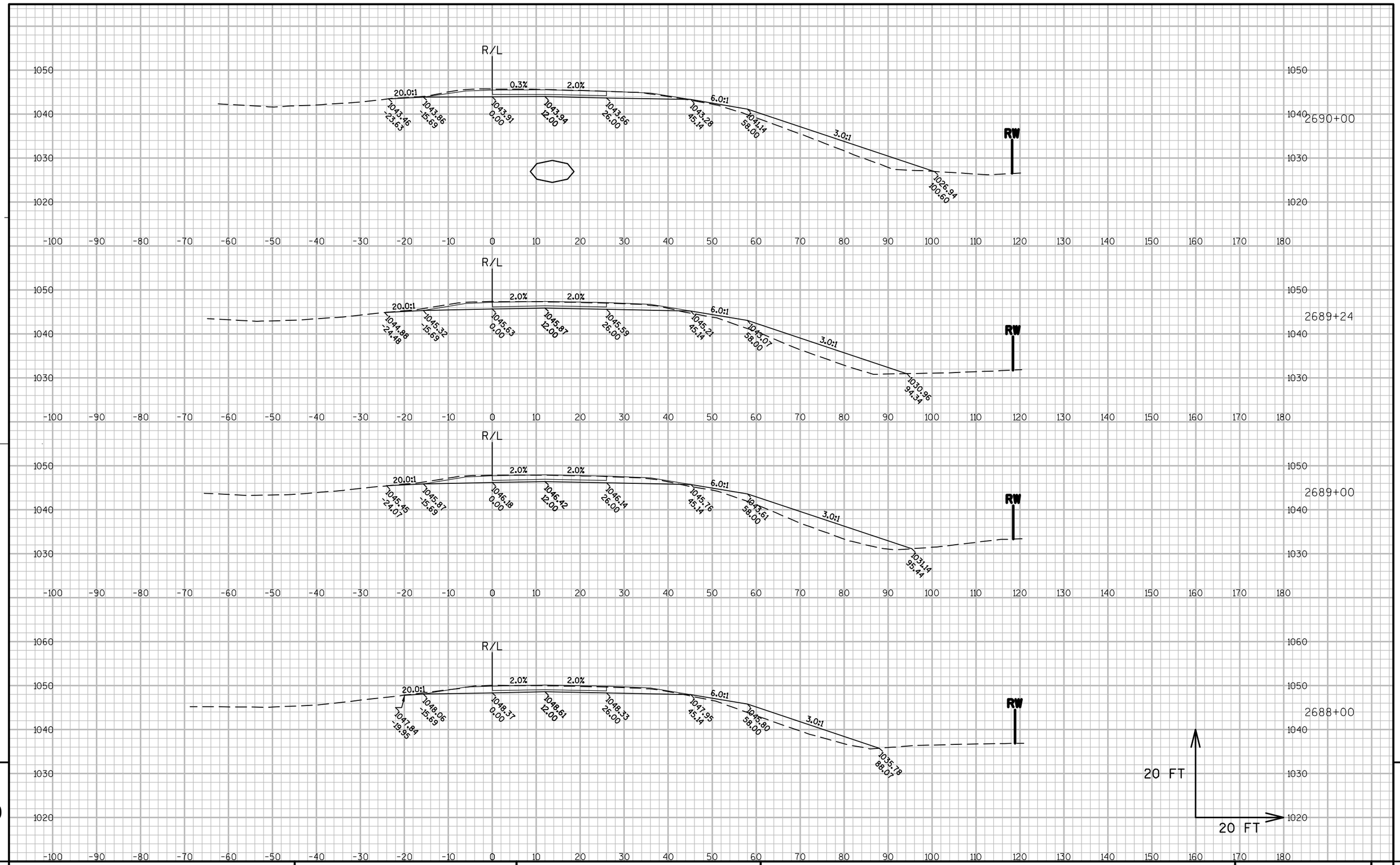
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:37 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 524	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:38 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

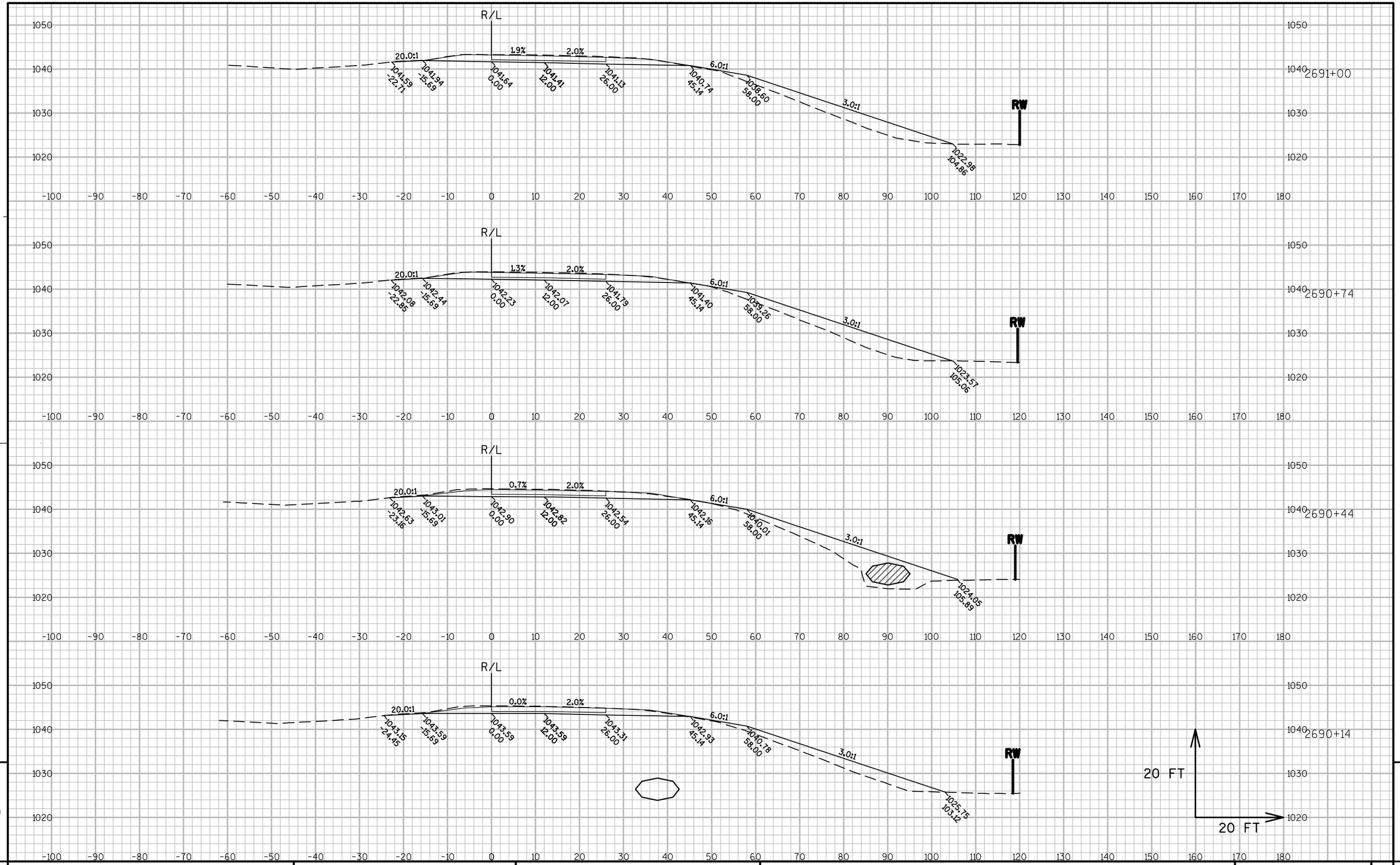


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 525	E

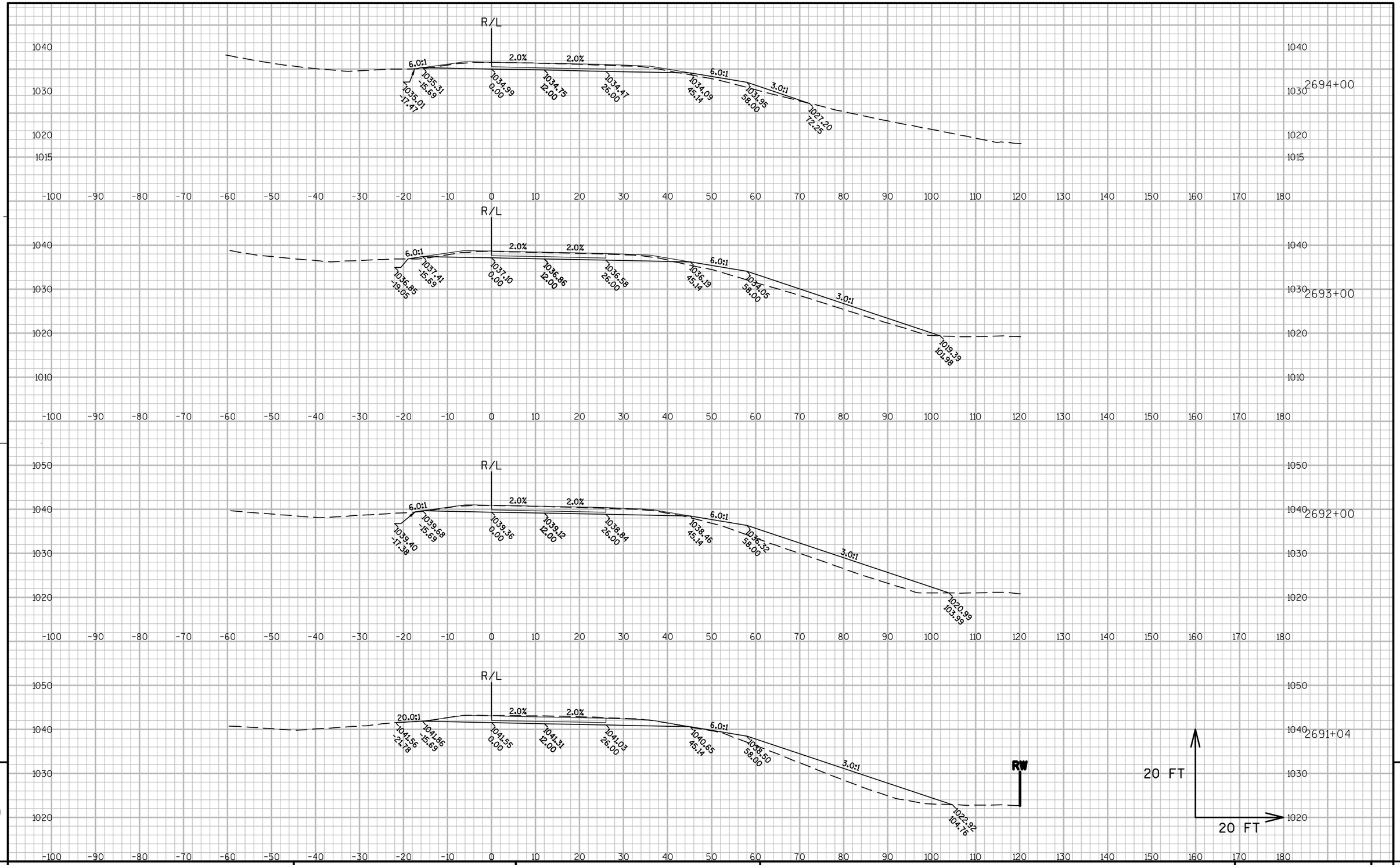
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:38 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 526 E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:39 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

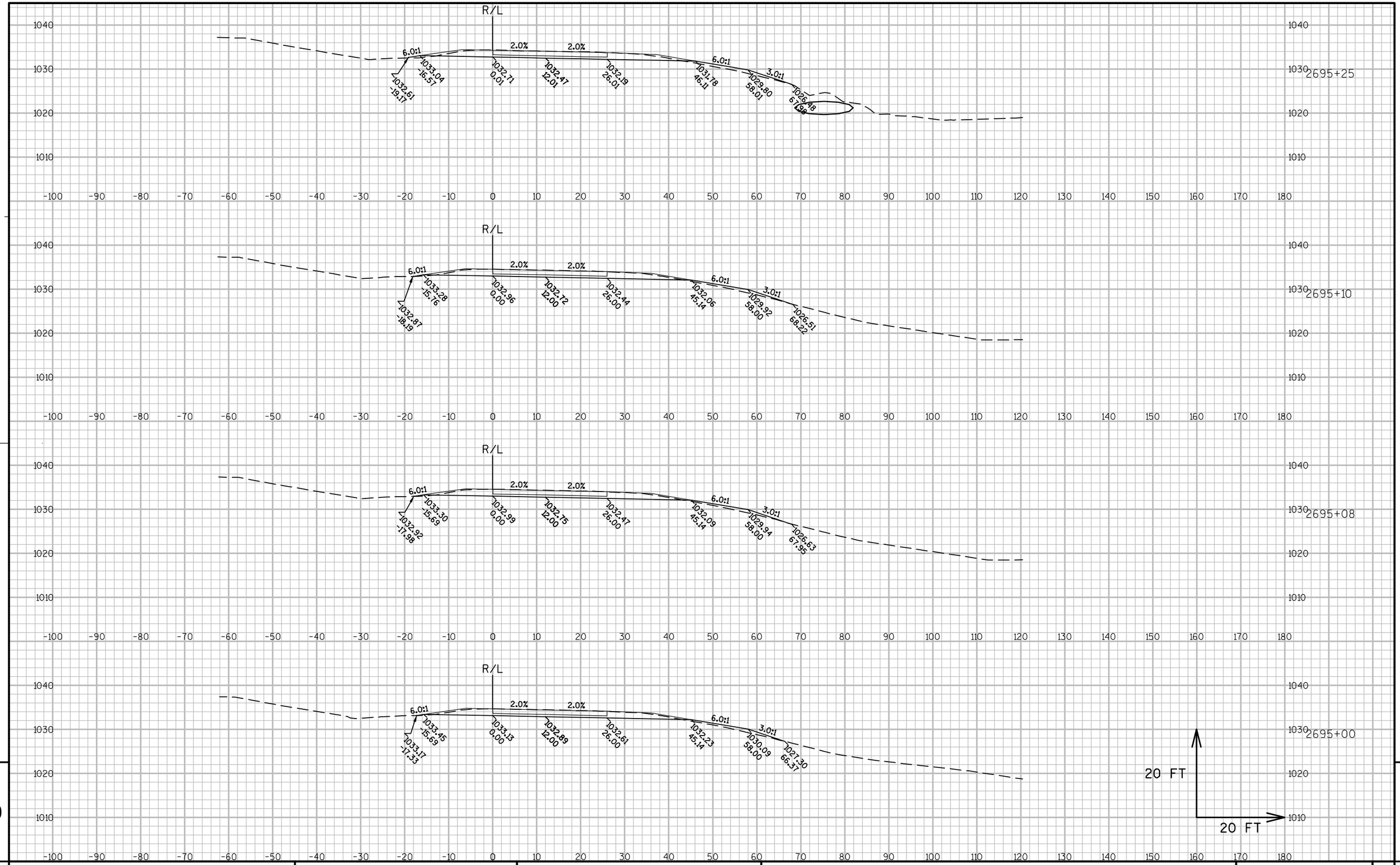


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 527	E

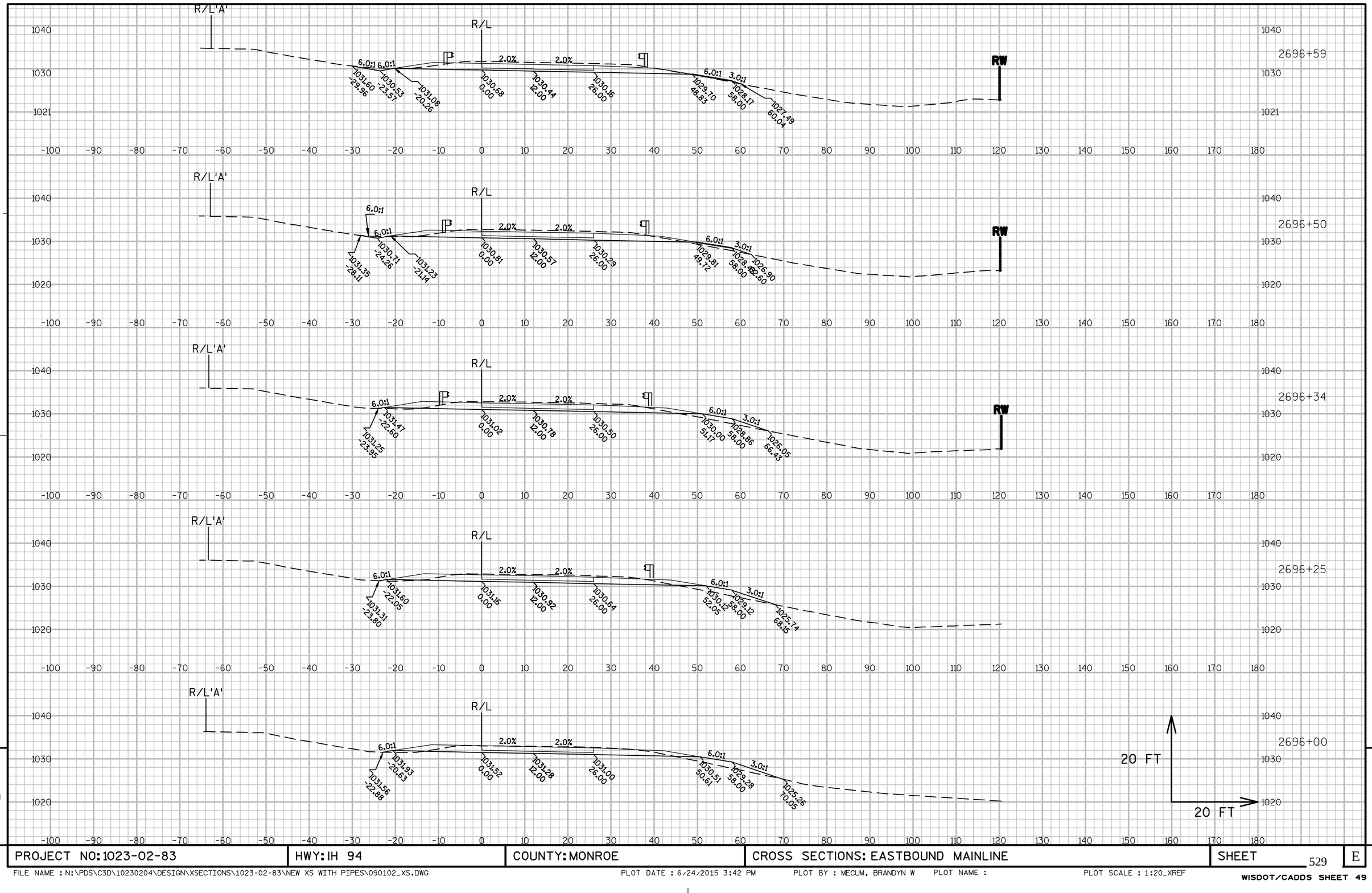
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:40 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 528	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:41 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

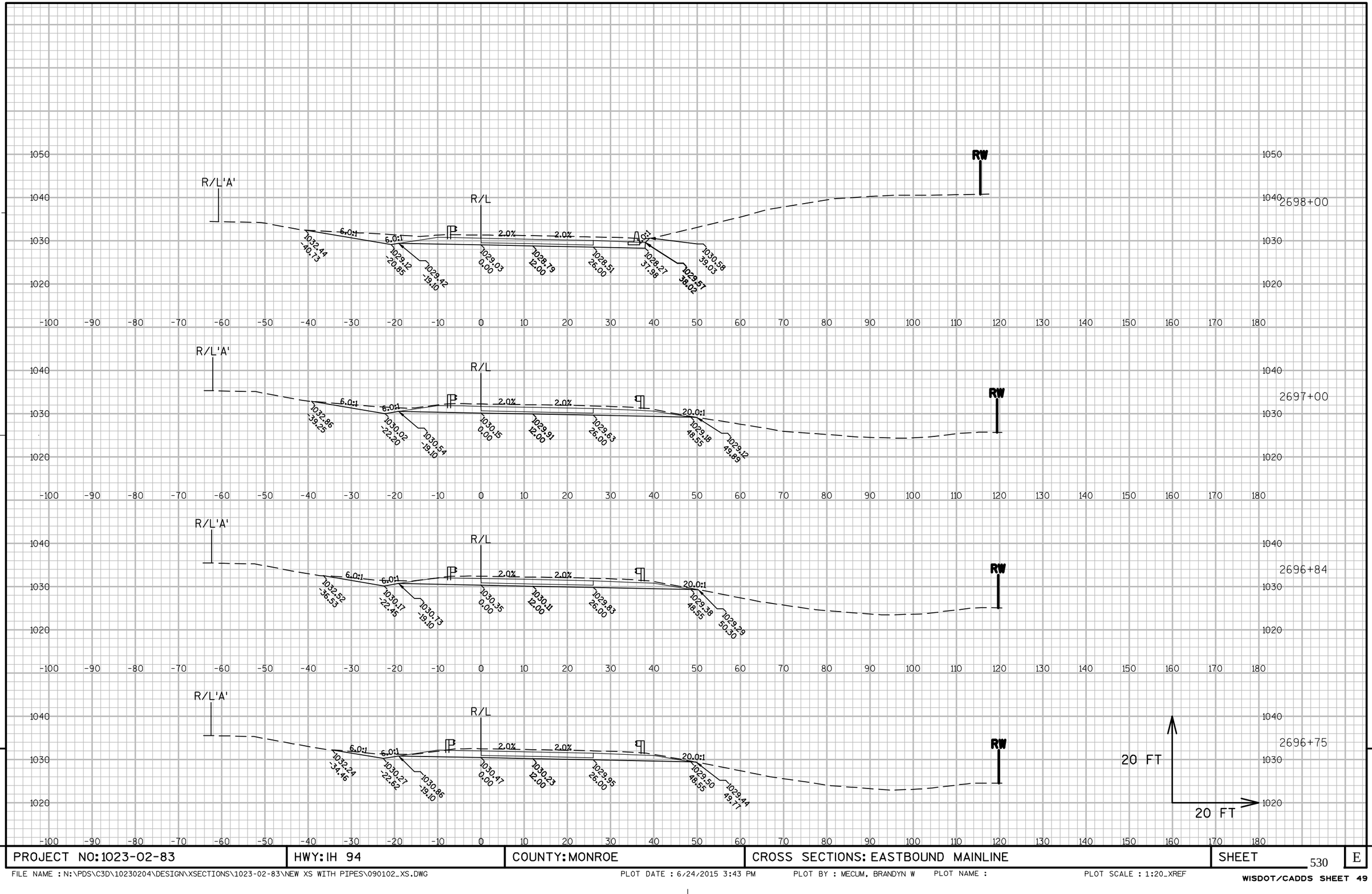
WISDOT/CADDS SHEET 49



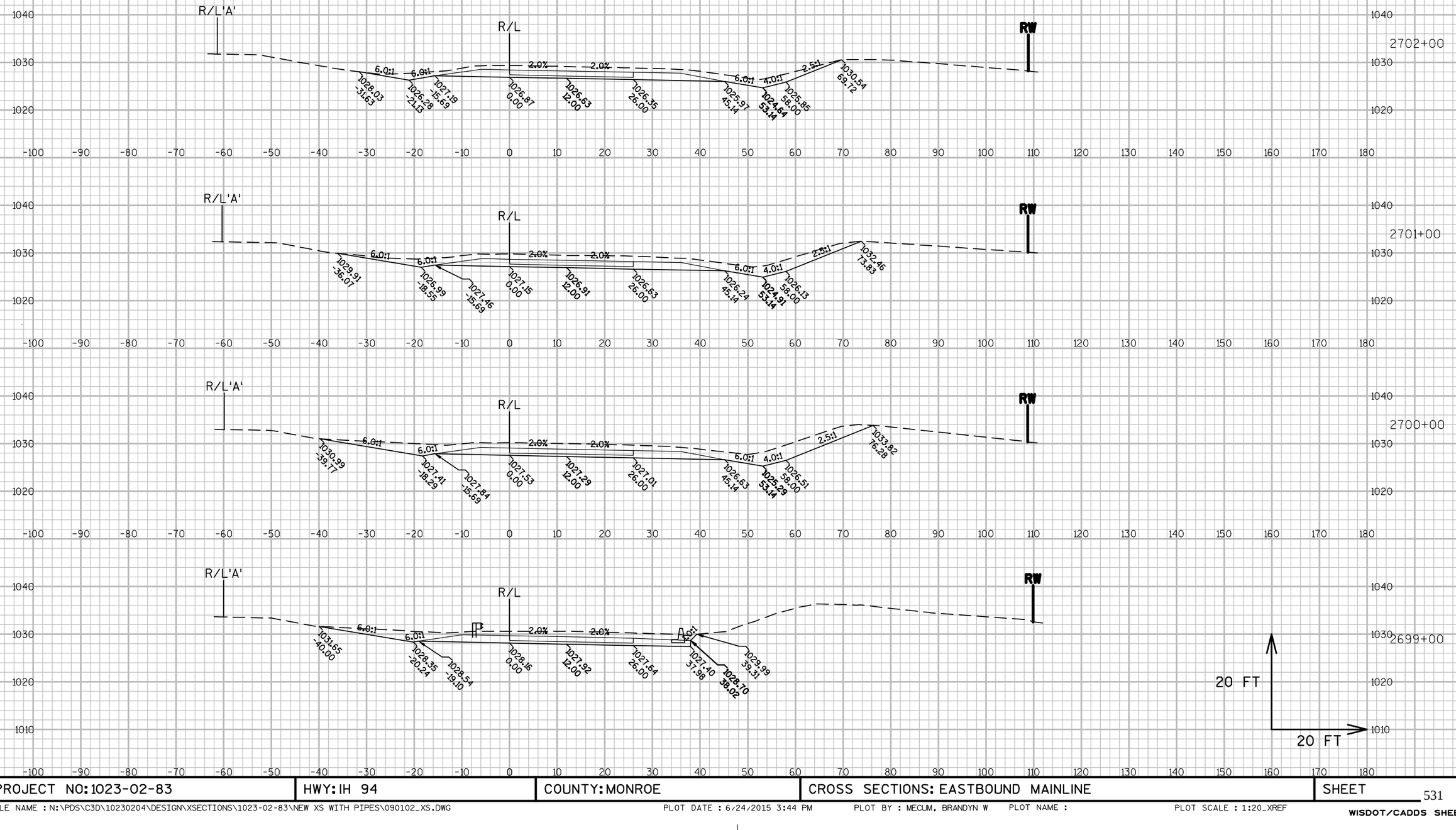
9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 529	E

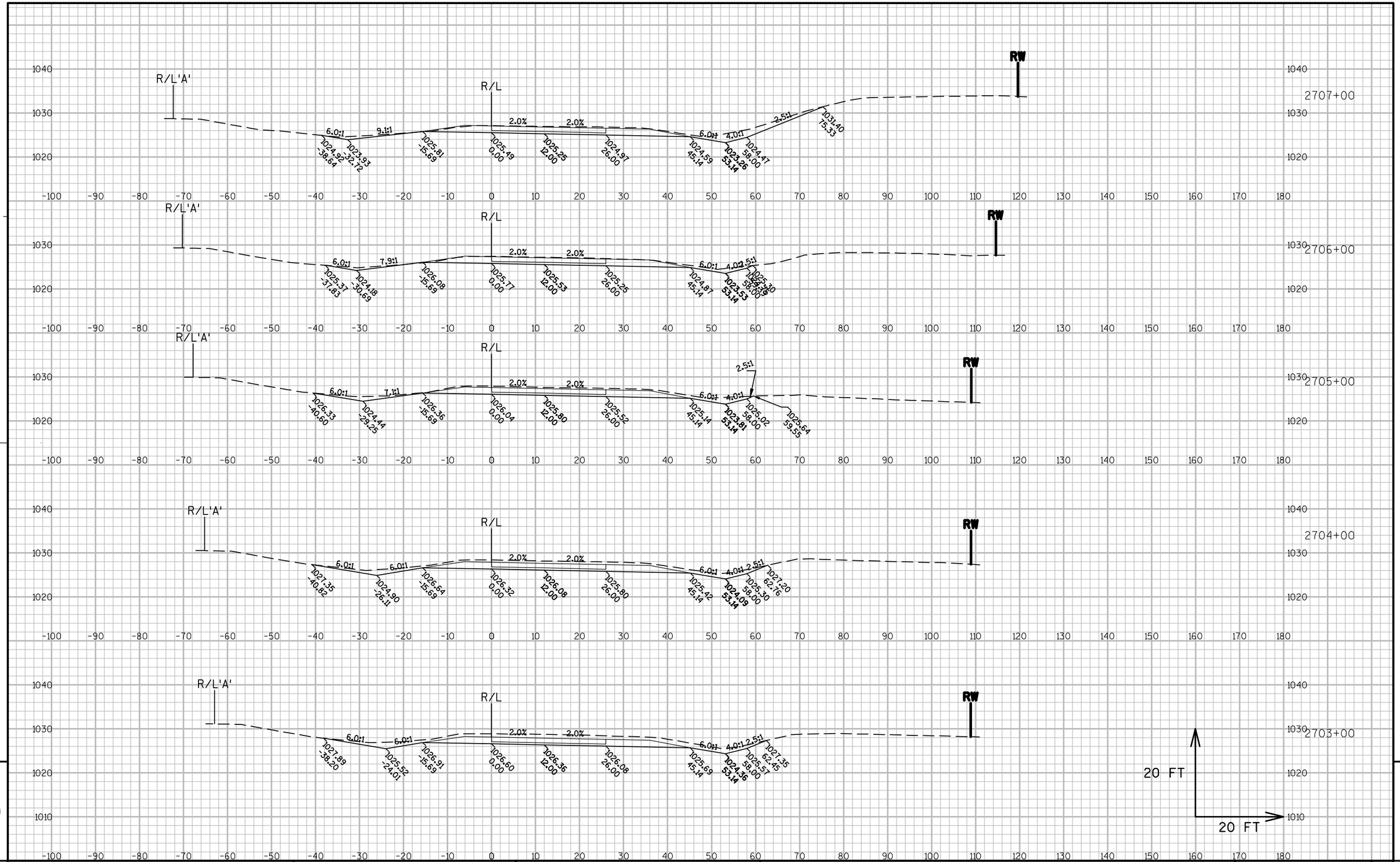


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 530	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 531	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:44 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

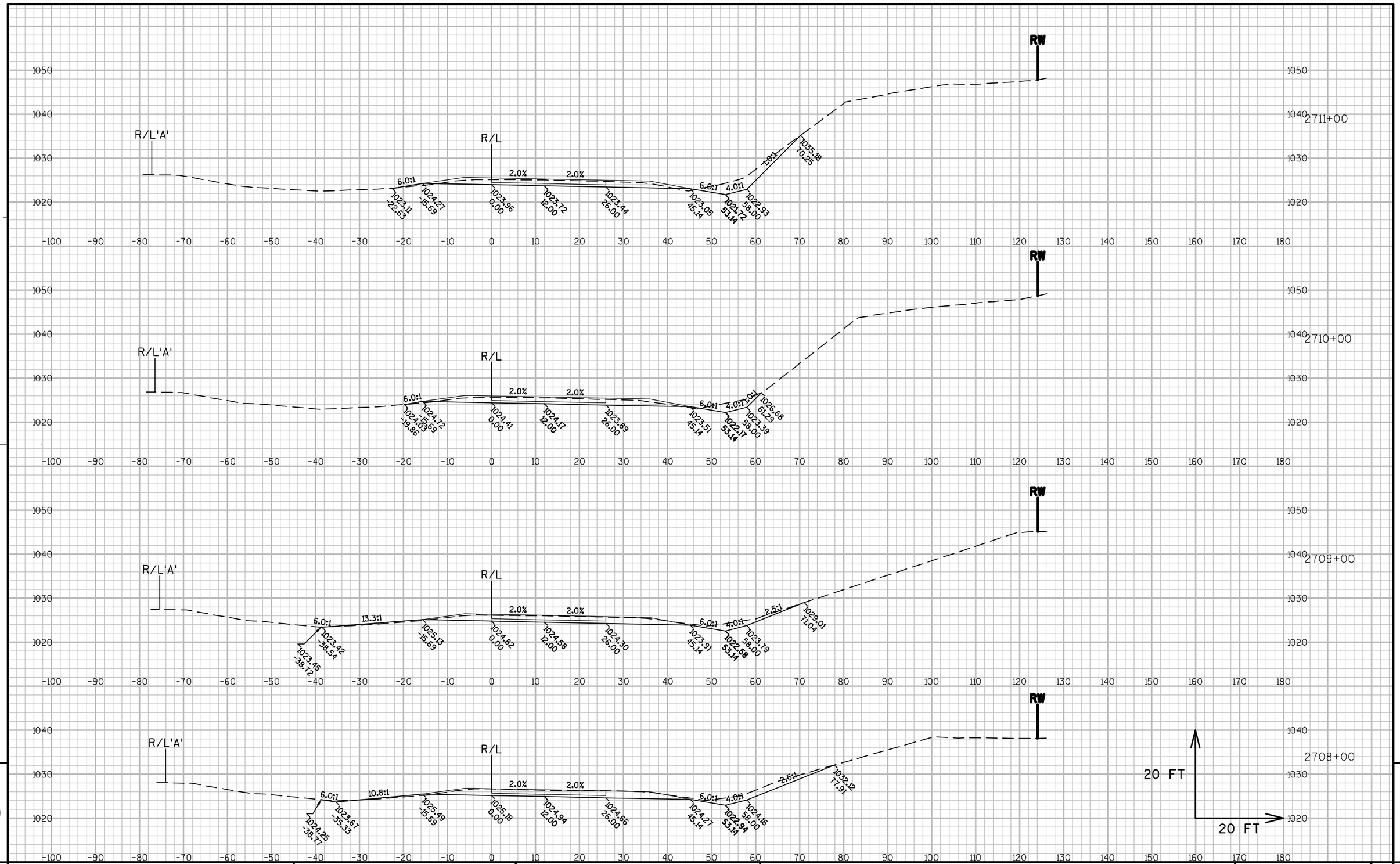


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 532	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:45 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



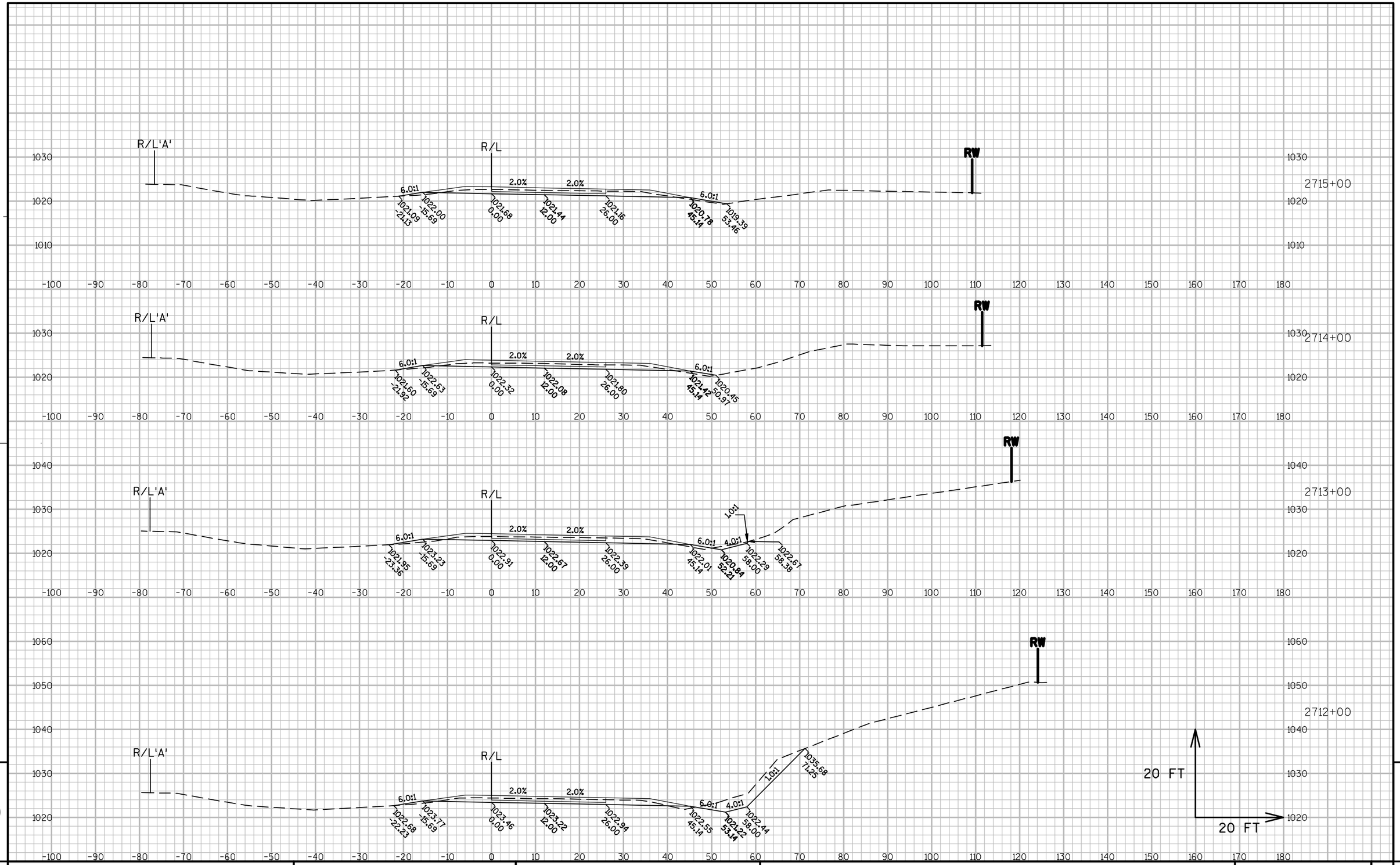
9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 533	E

9

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:46 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

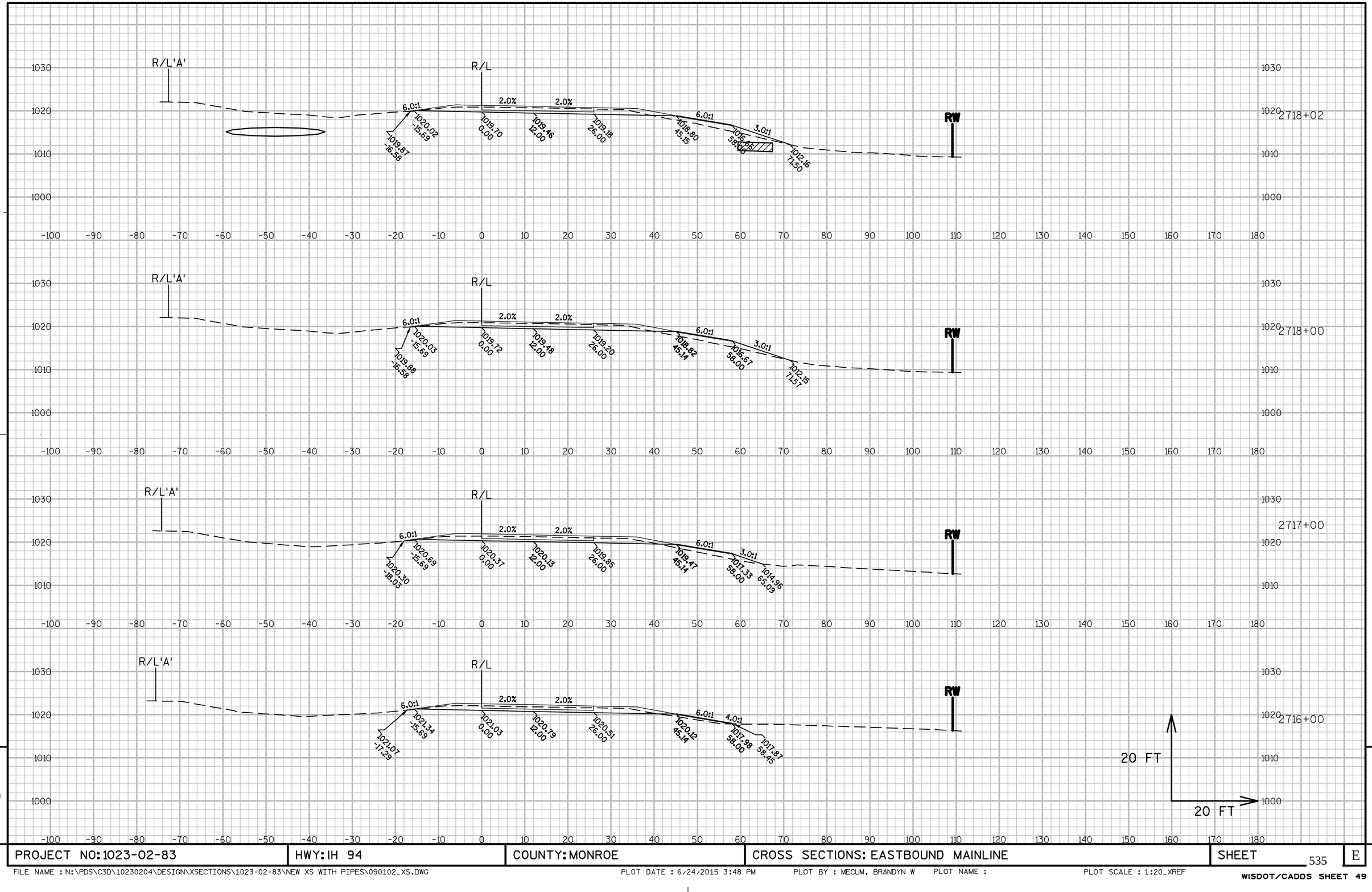
WISDOT/CADDS SHEET 49



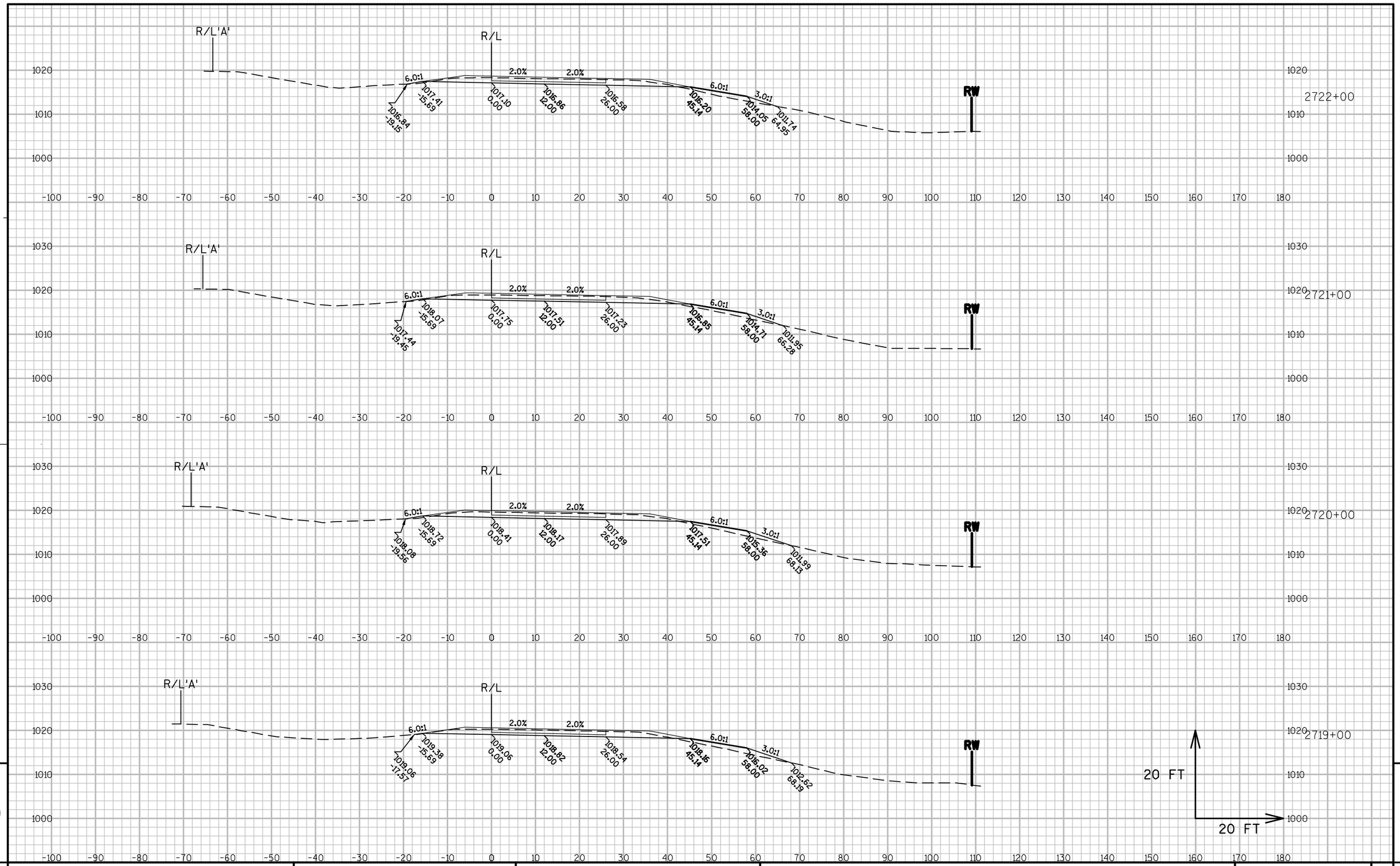
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 534	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:47 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

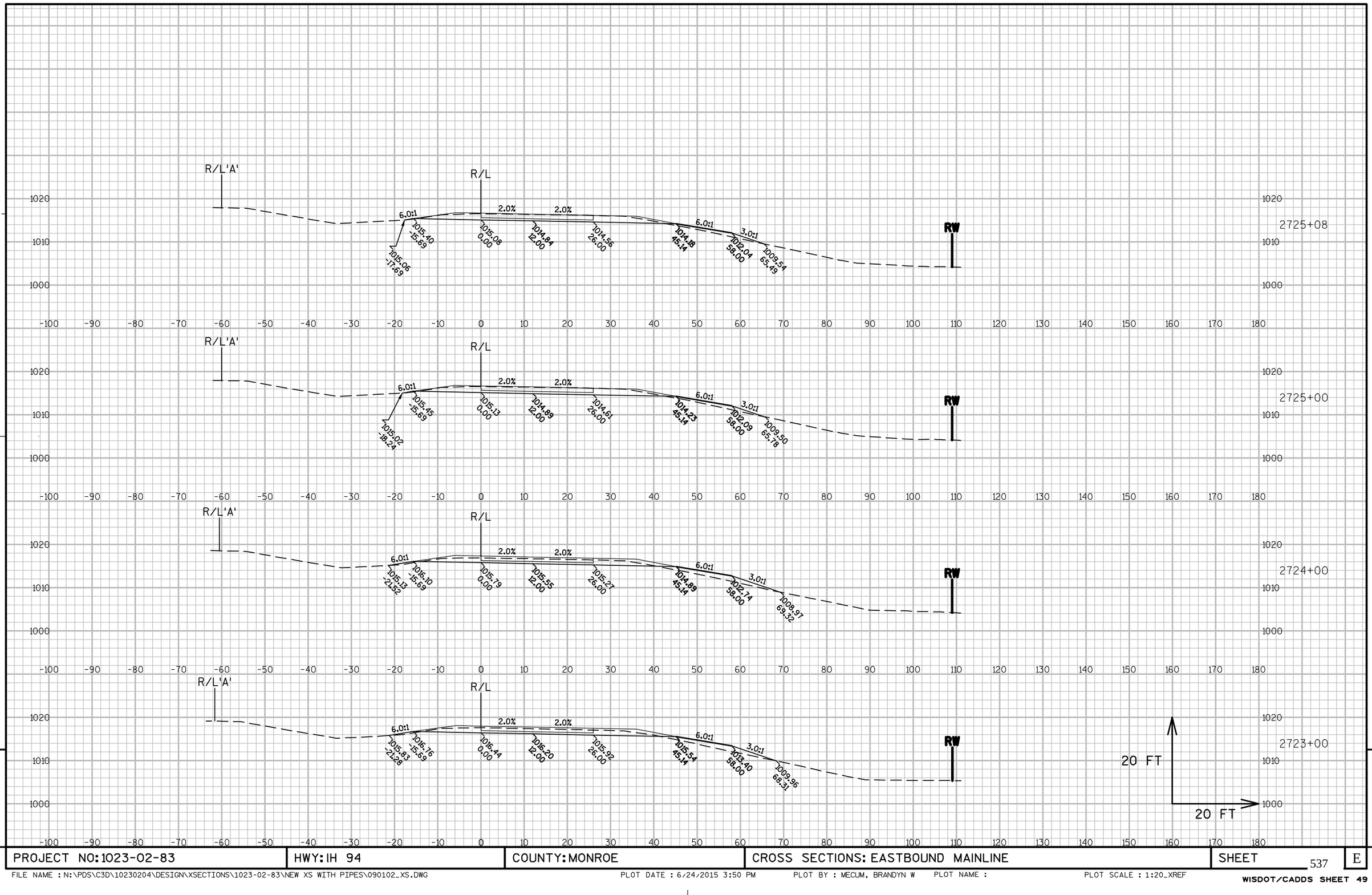


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 535	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 536 E

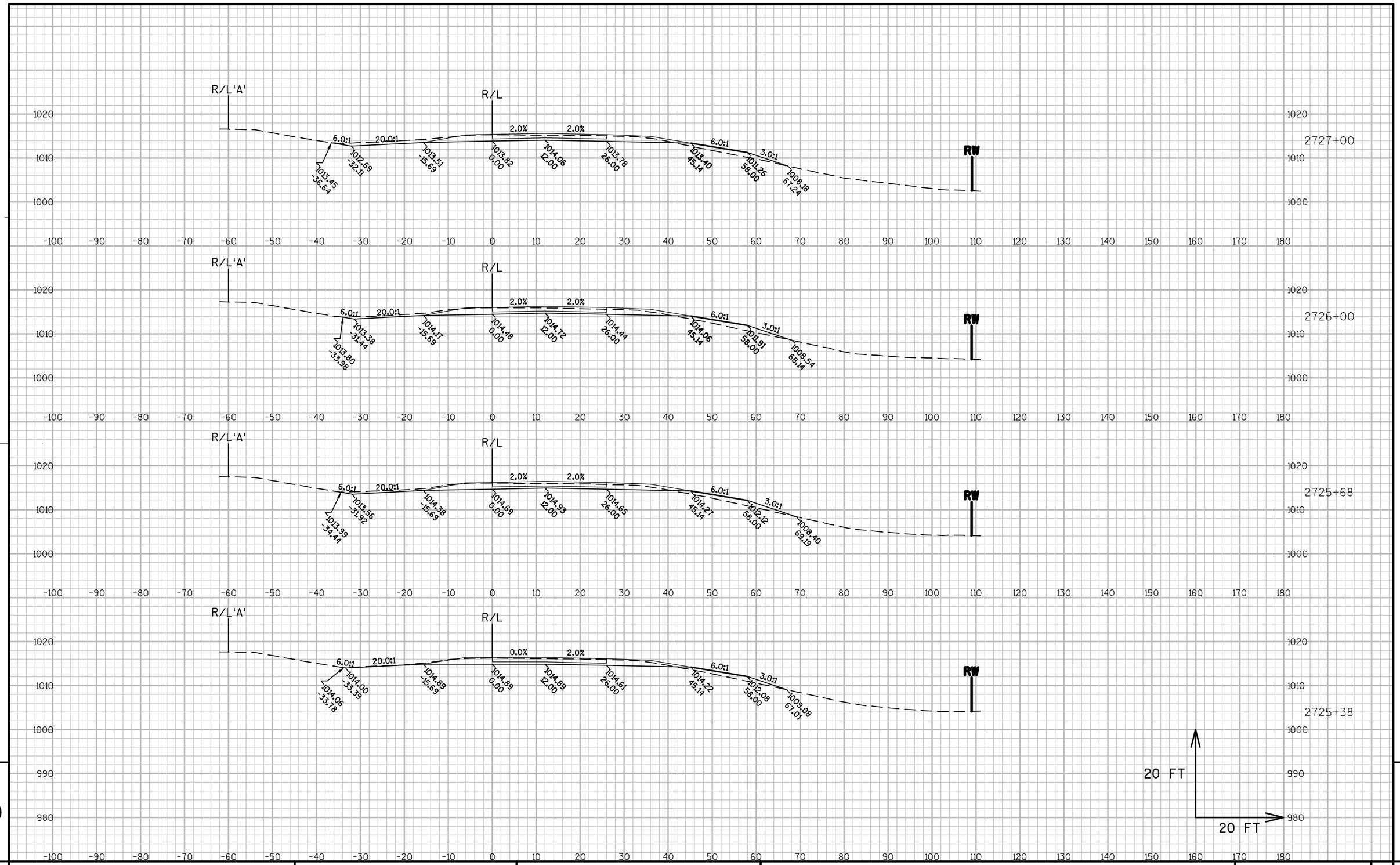
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:49 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



9

9

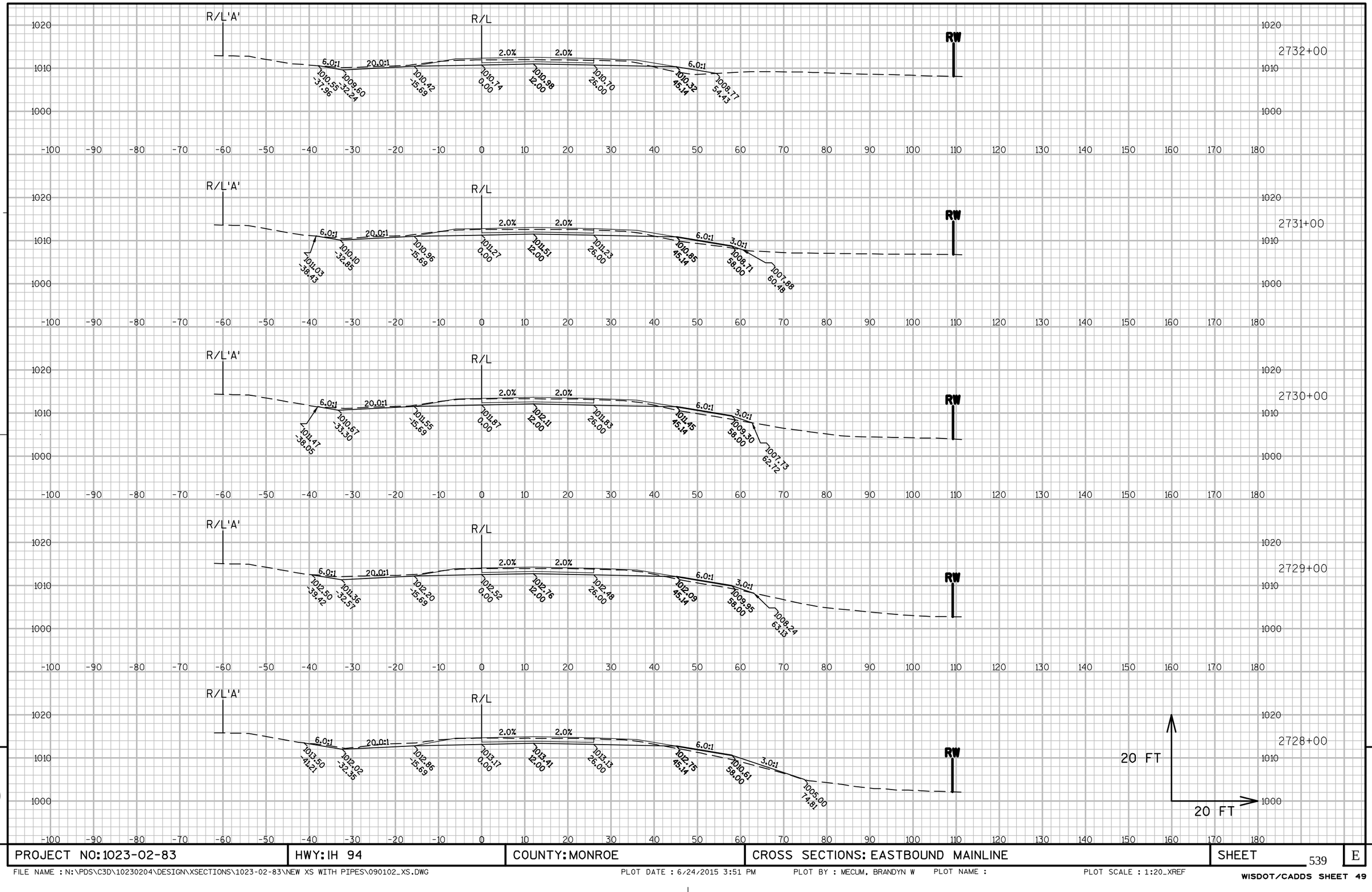
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 537	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 538	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:50 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

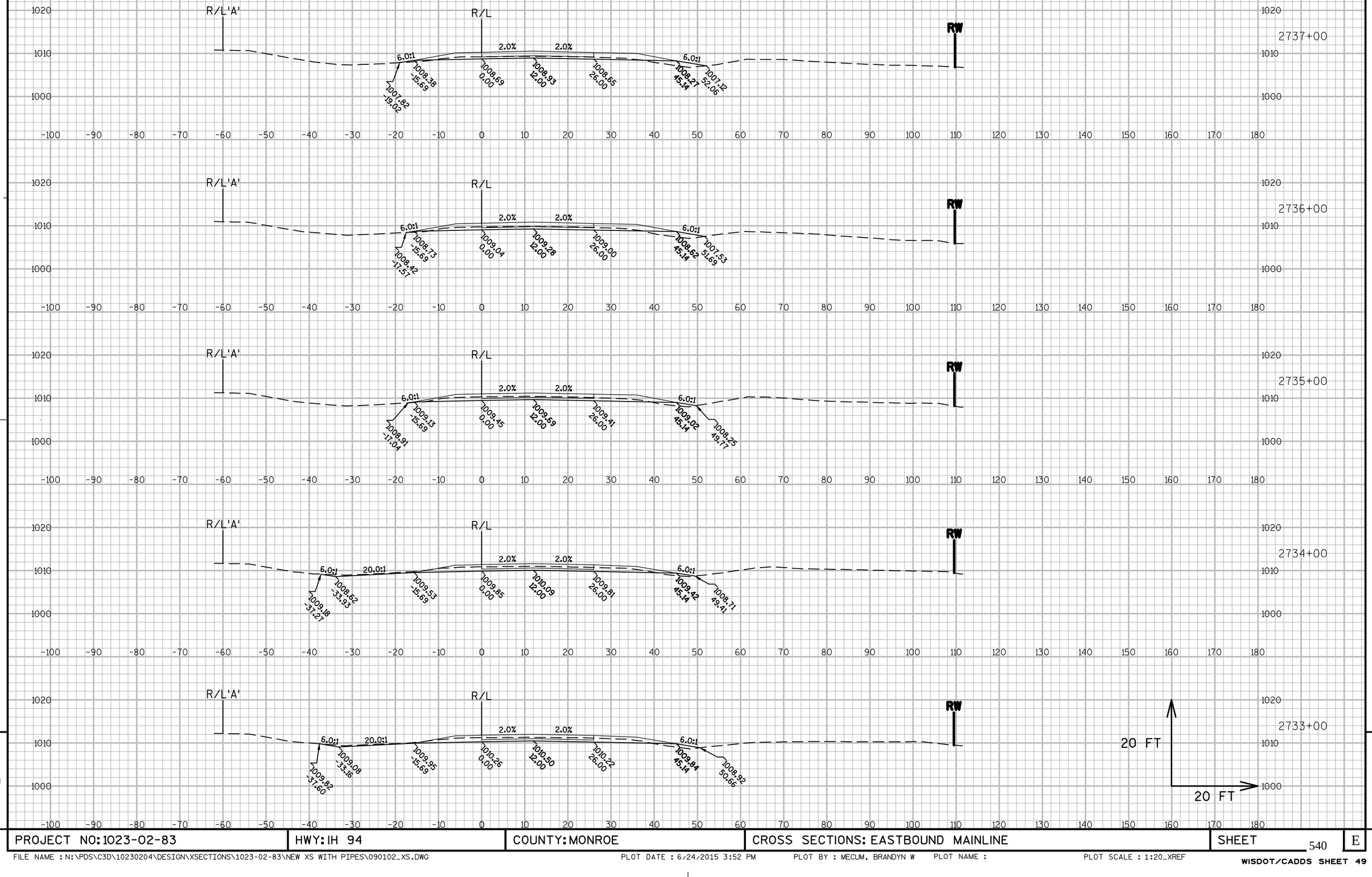
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 539	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:51 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

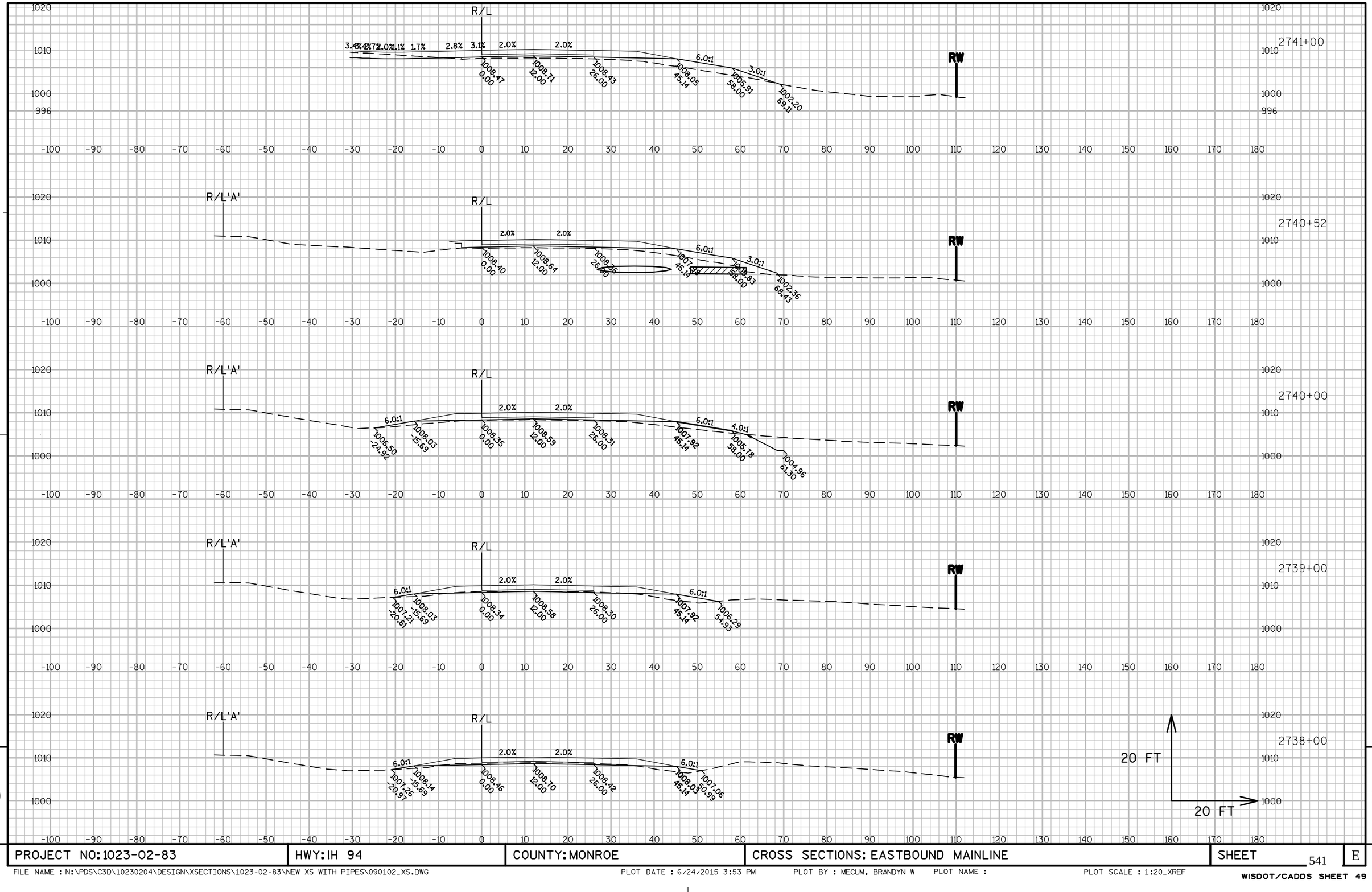
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 540	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:52 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

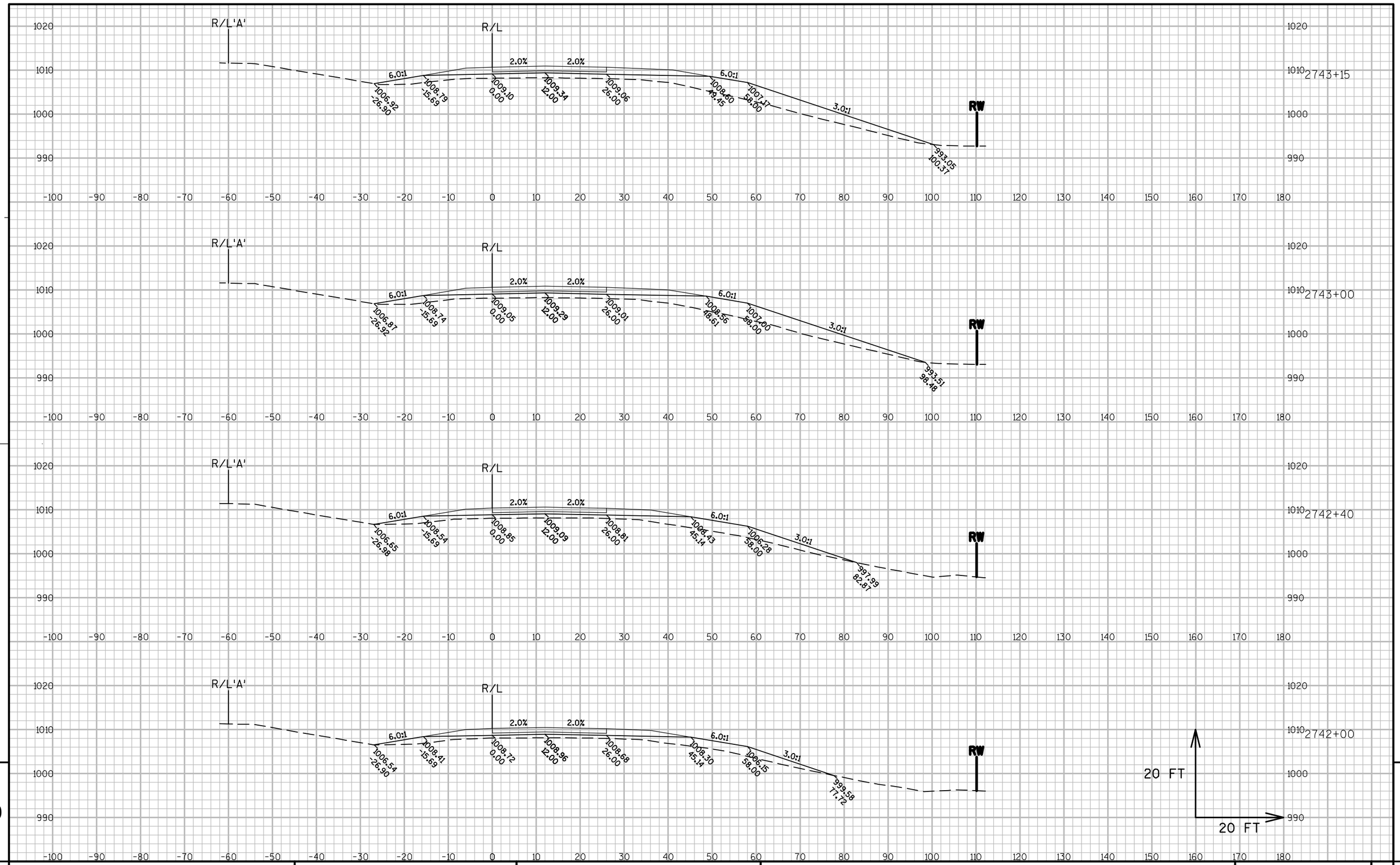


9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 541	E

9

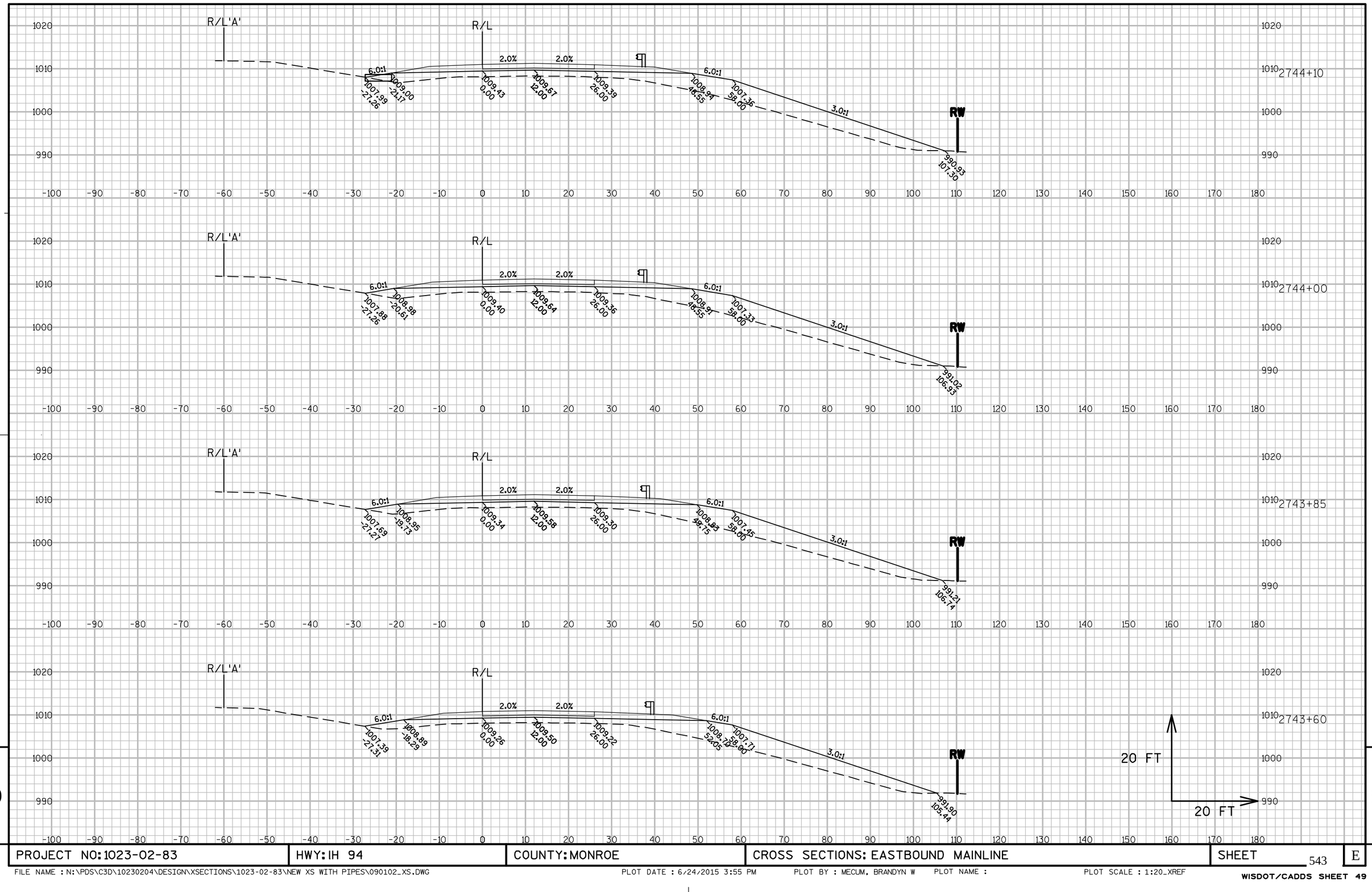
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:53 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 542	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:54 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

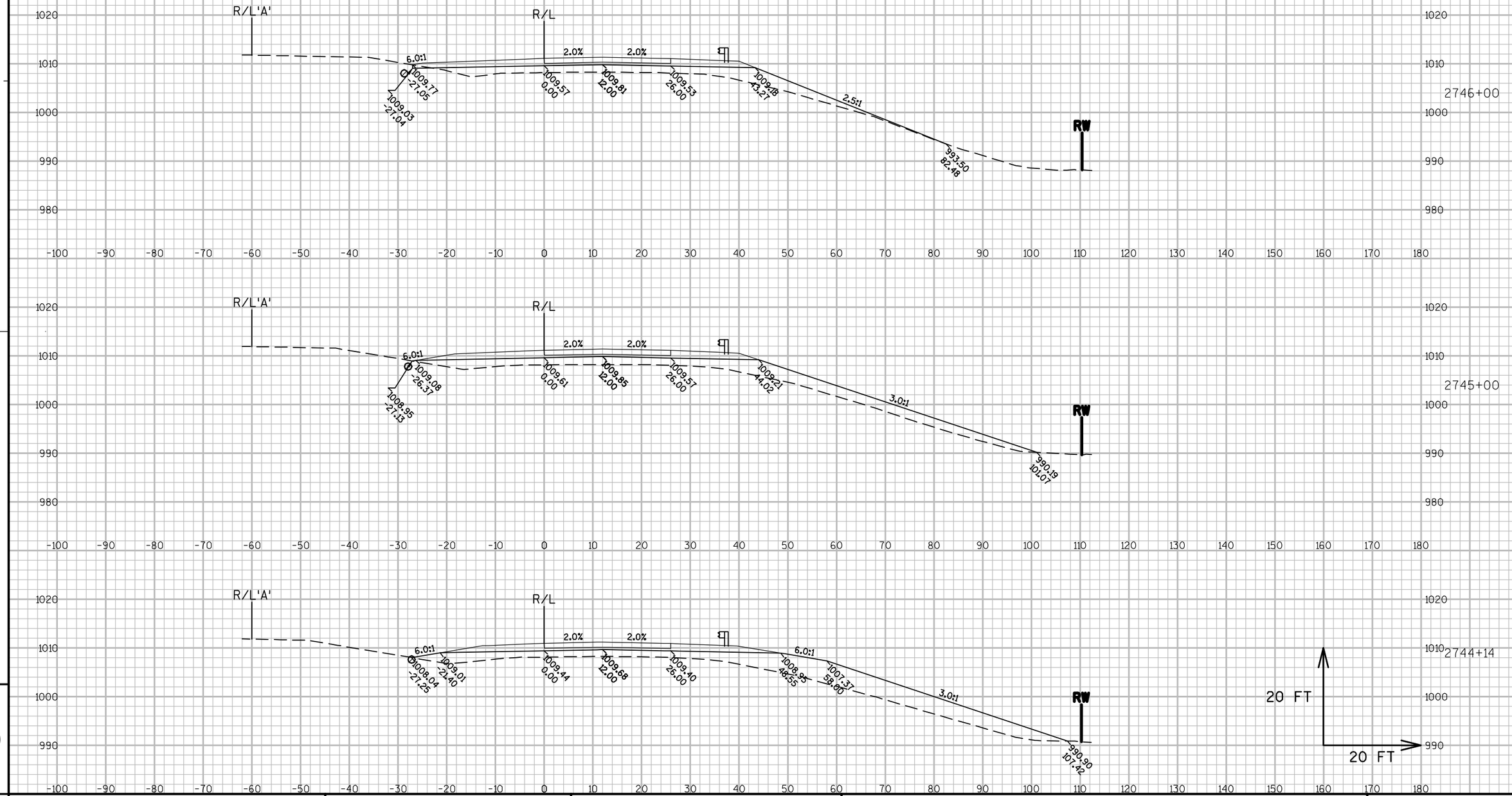
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 543	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:55 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

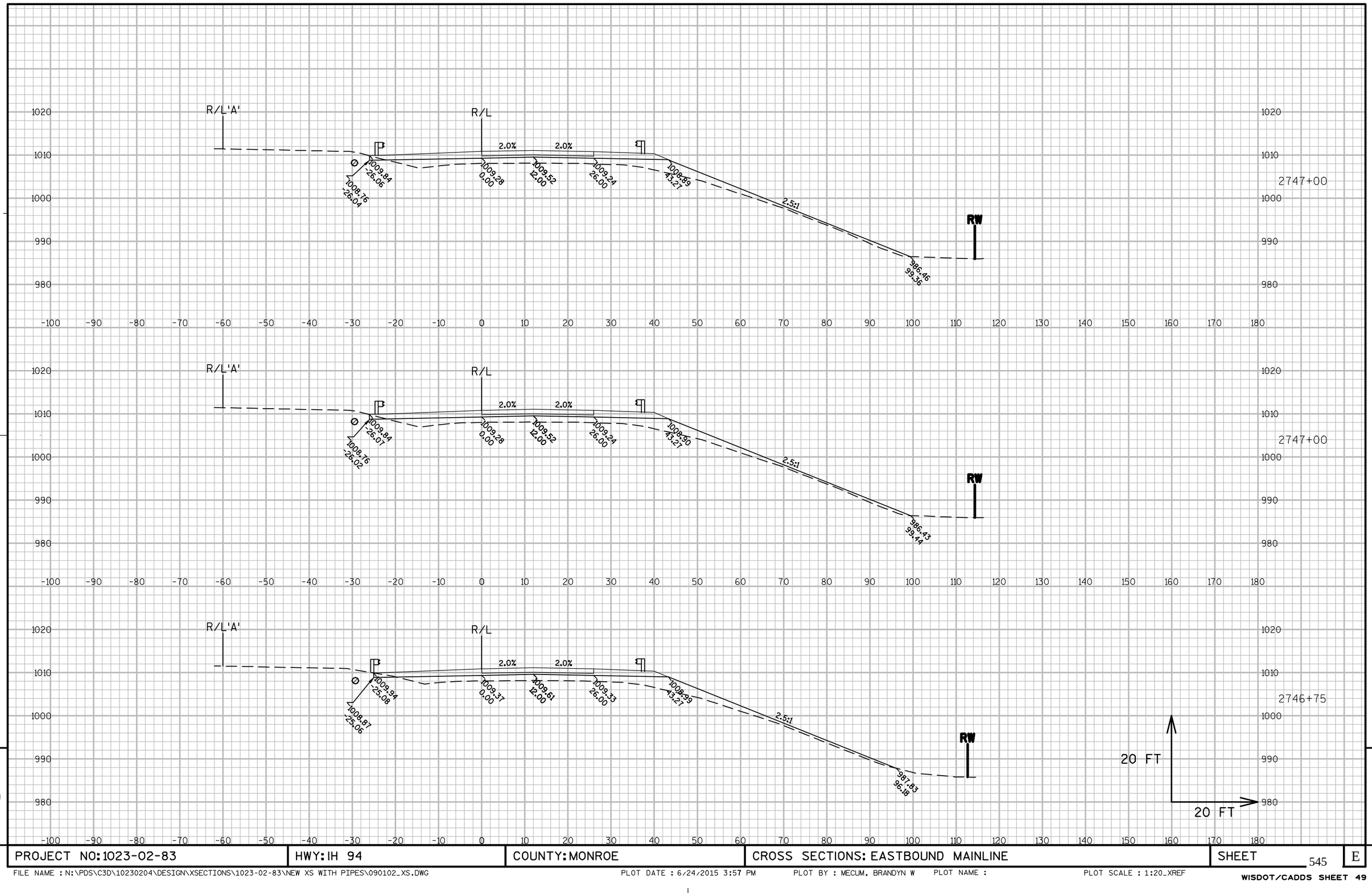


9

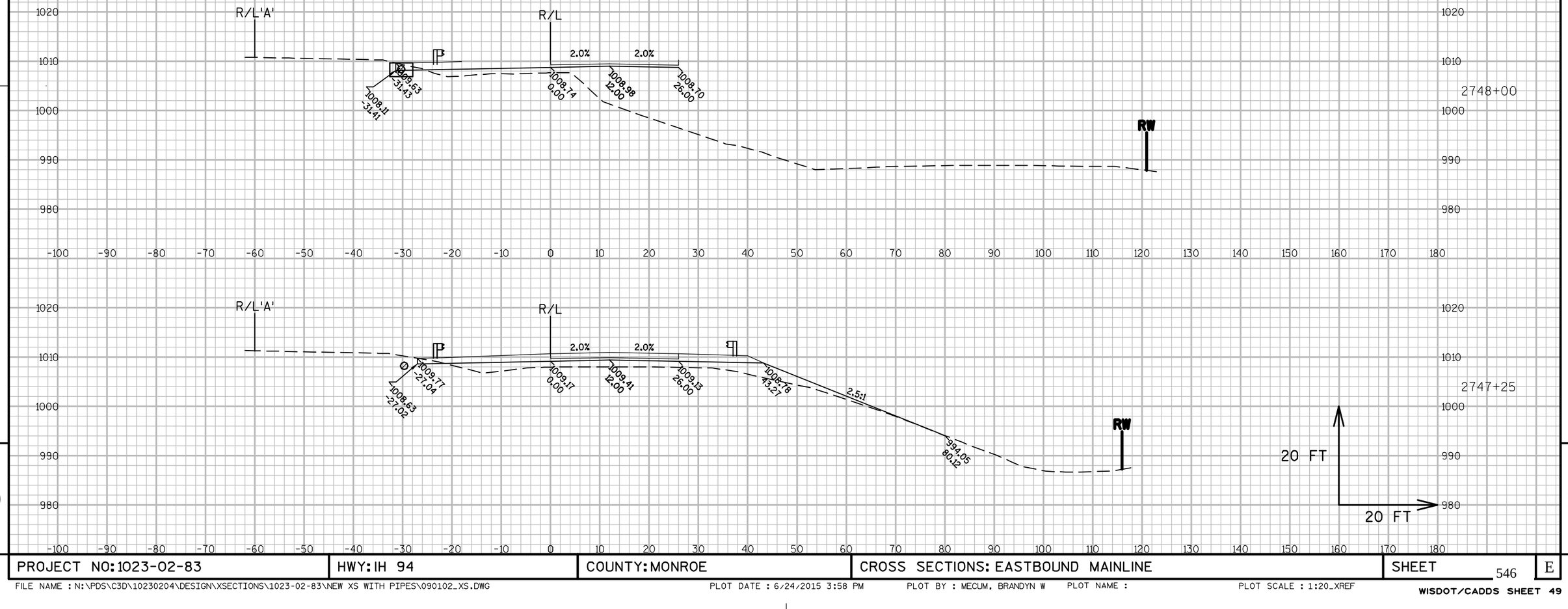
9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 544	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:56 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 545	E



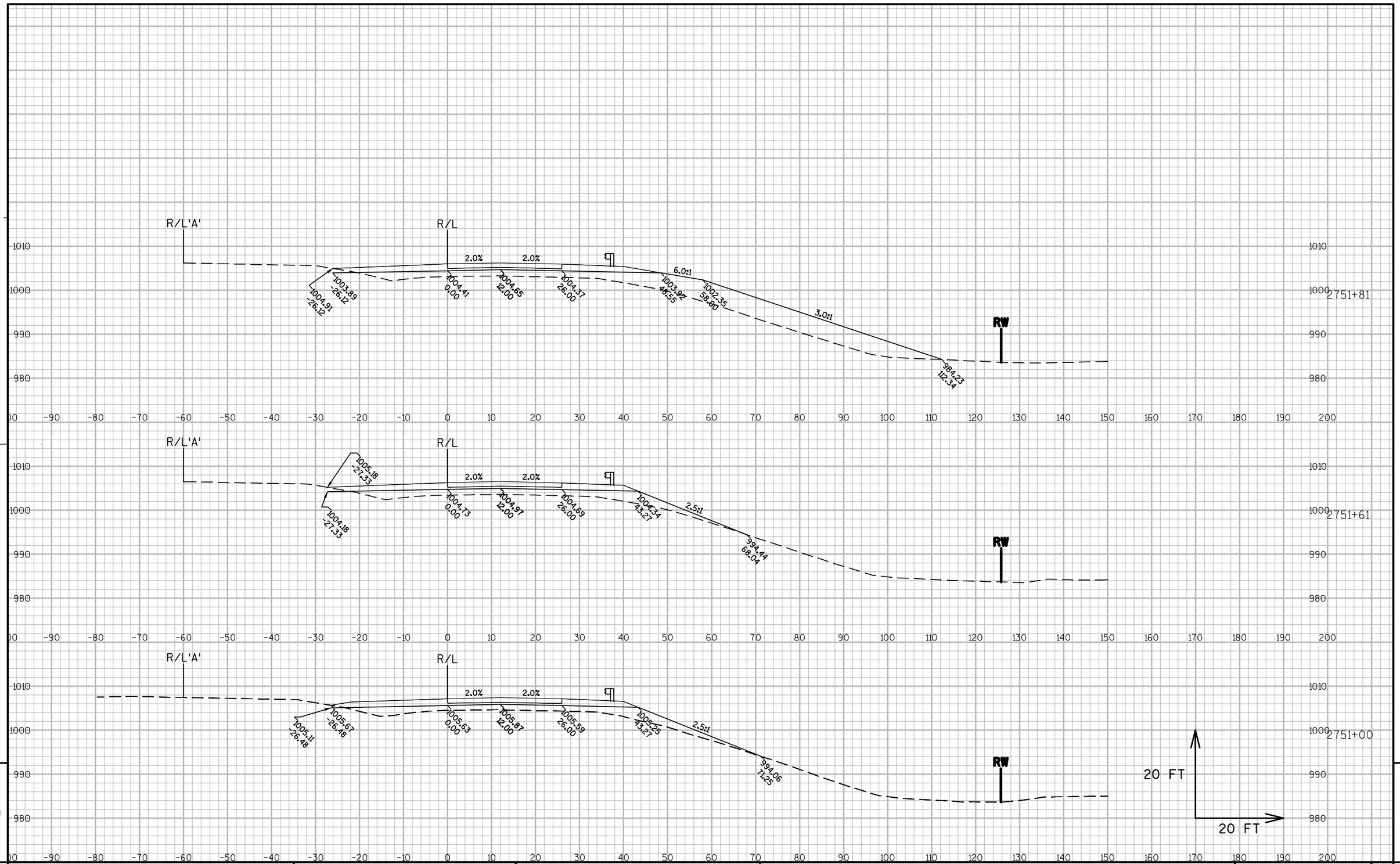
9

9

PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 546	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090102_XS.DWG PLOT DATE : 6/24/2015 3:58 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

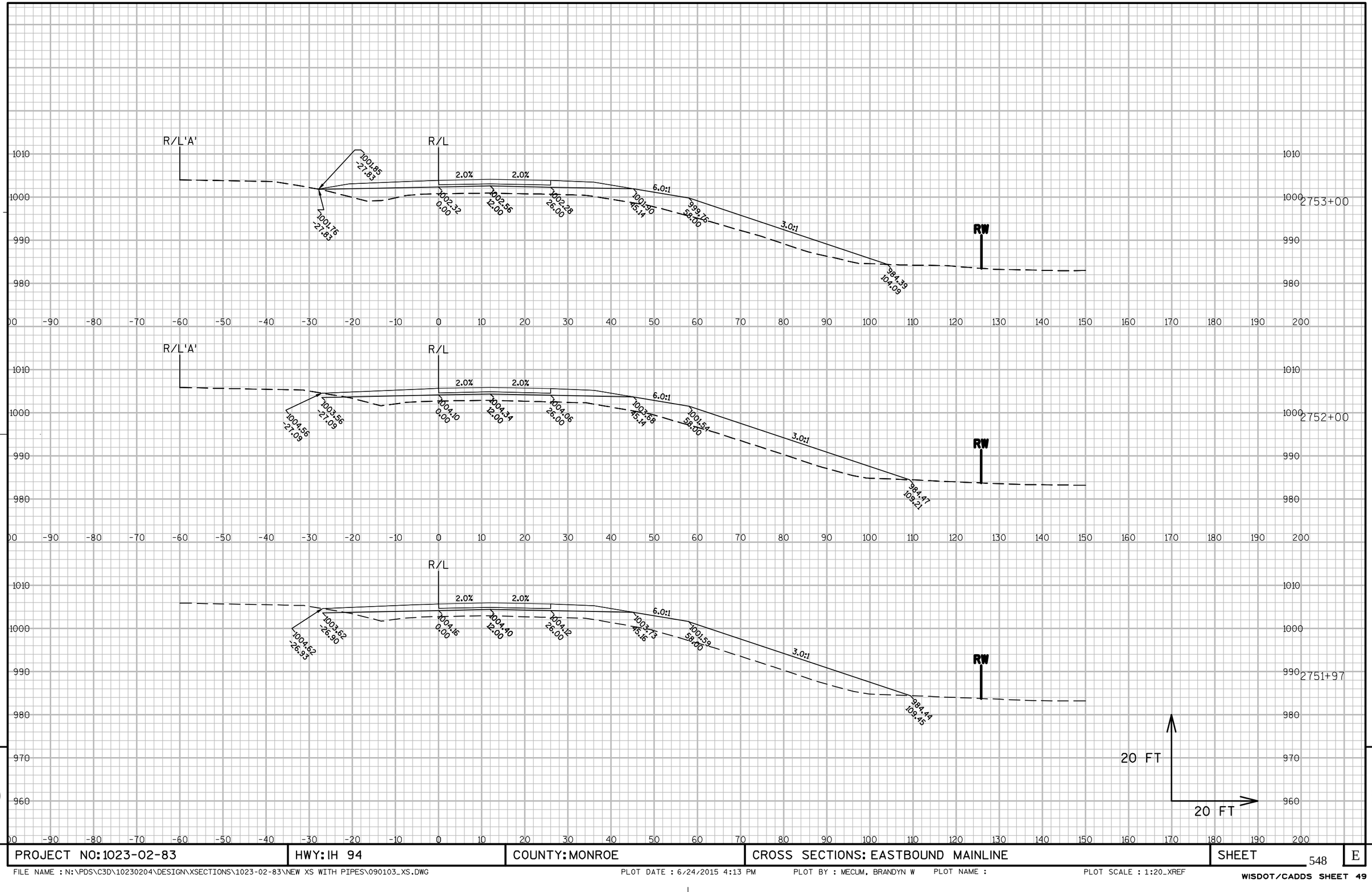


9

9

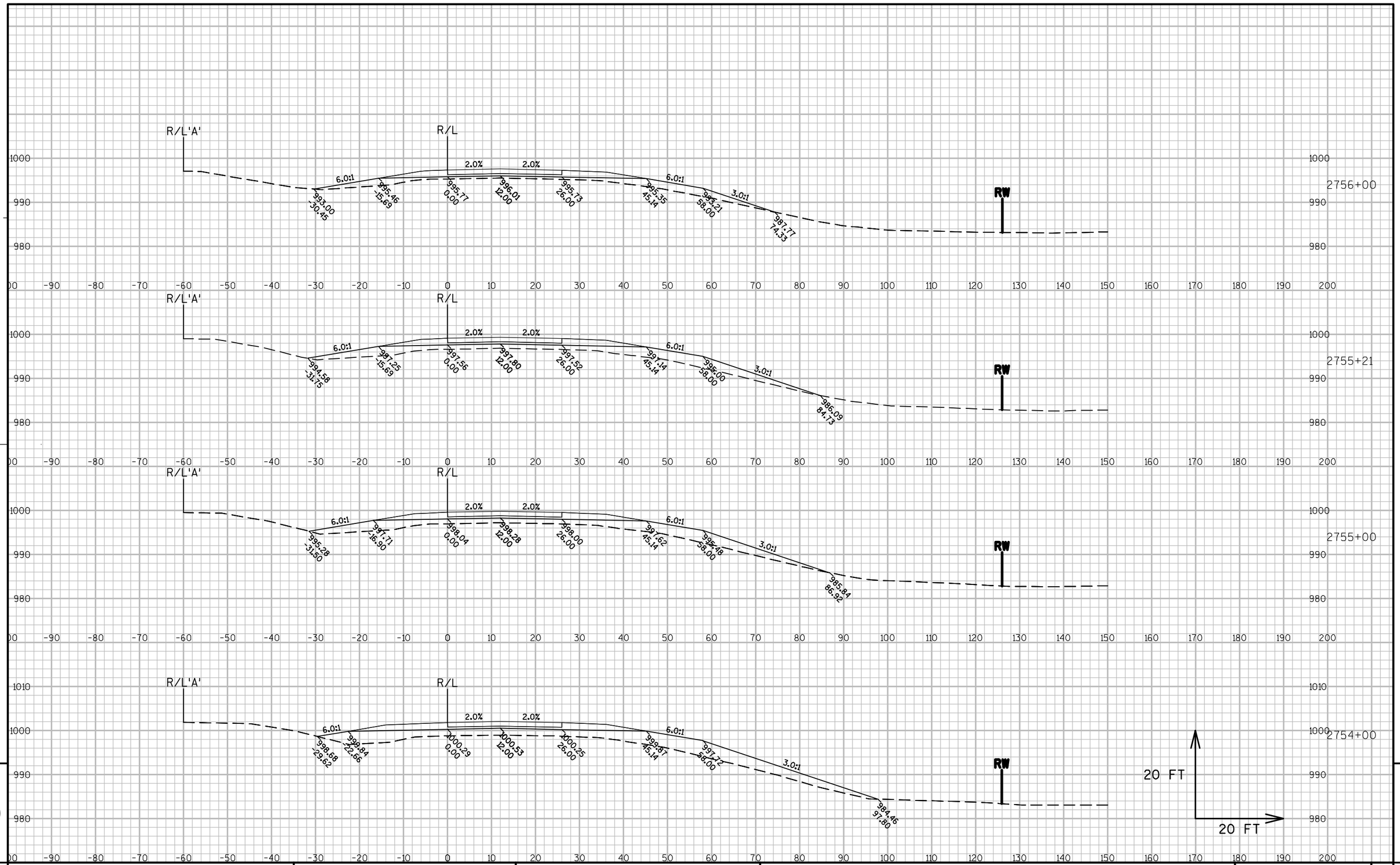
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 547	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090103_XS.DWG PLOT DATE : 6/24/2015 4:13 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 548	E

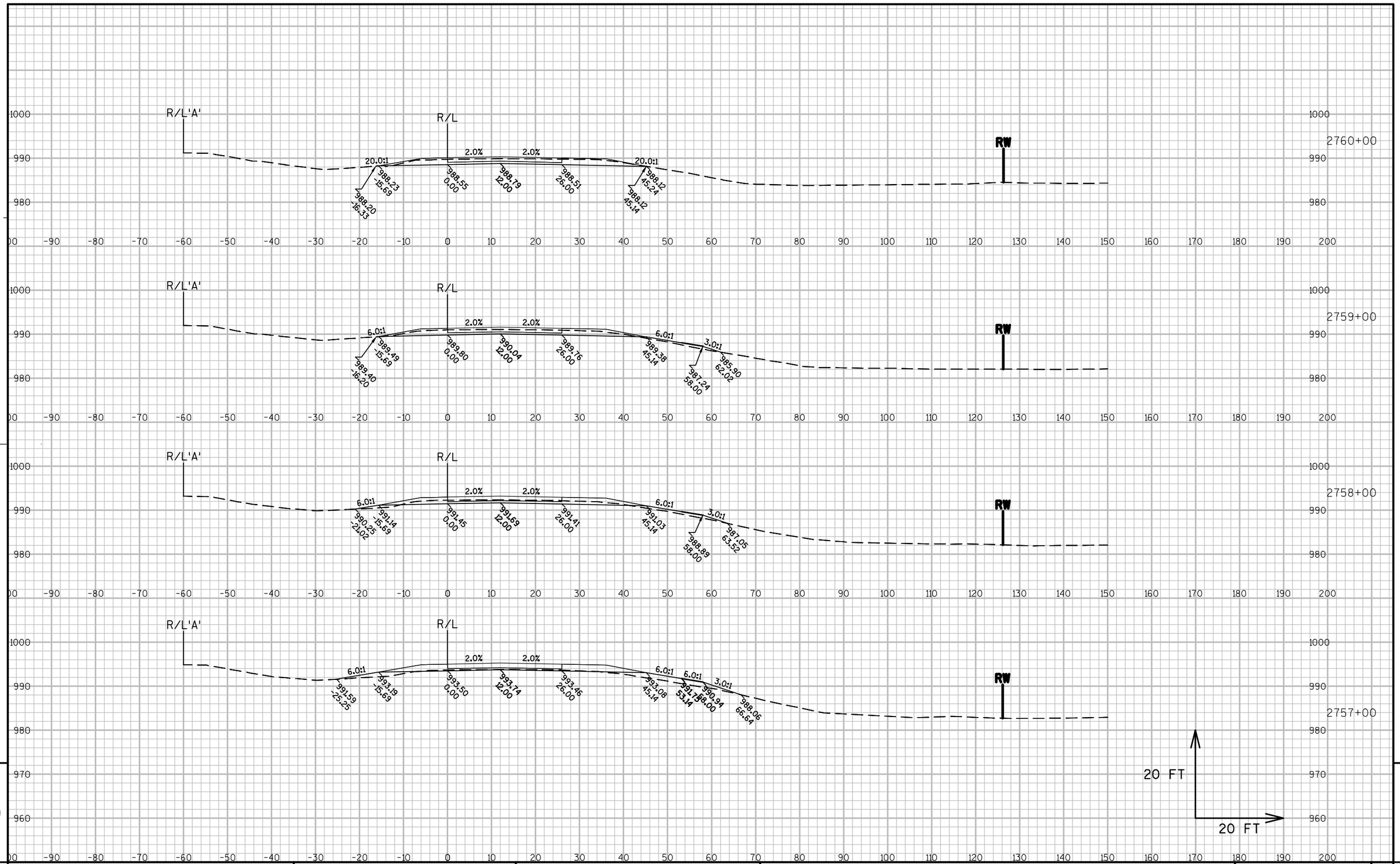
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090103_XS.DWG PLOT DATE : 6/24/2015 4:13 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 549 E

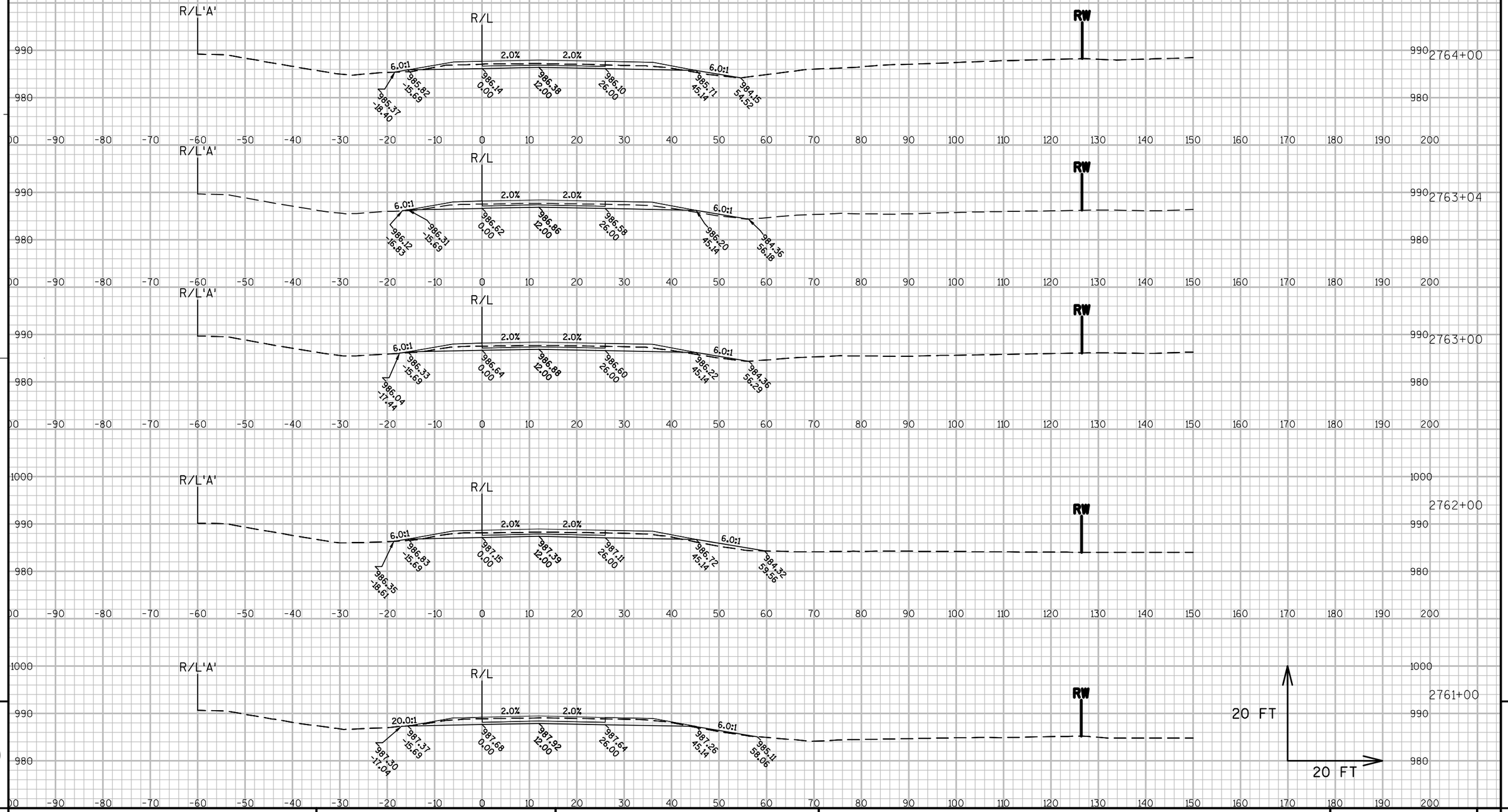
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090103_XS.DWG PLOT DATE : 6/24/2015 4:14 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 550	E

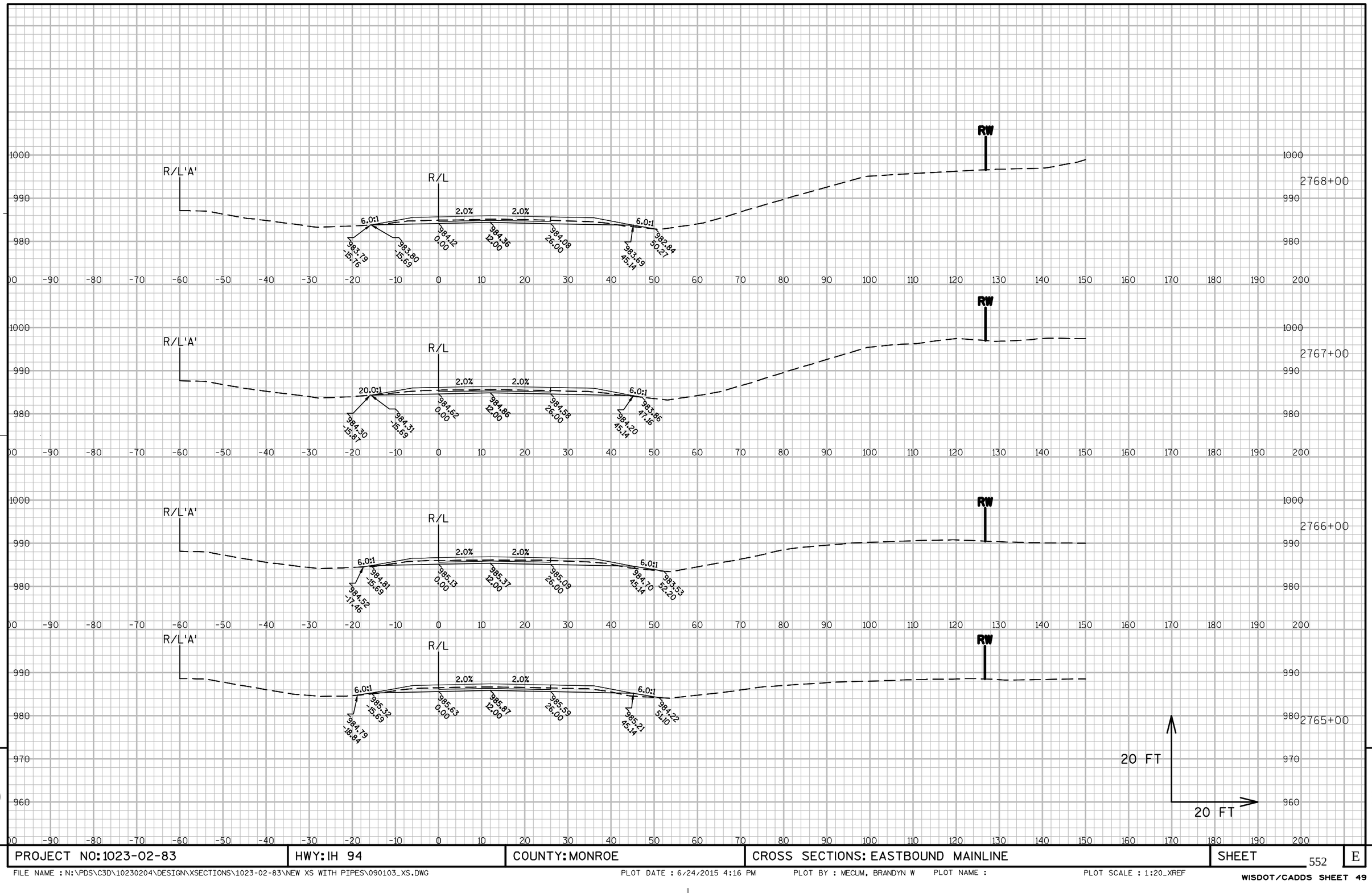
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090103_XS.DWG PLOT DATE : 6/24/2015 4:15 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



9

9

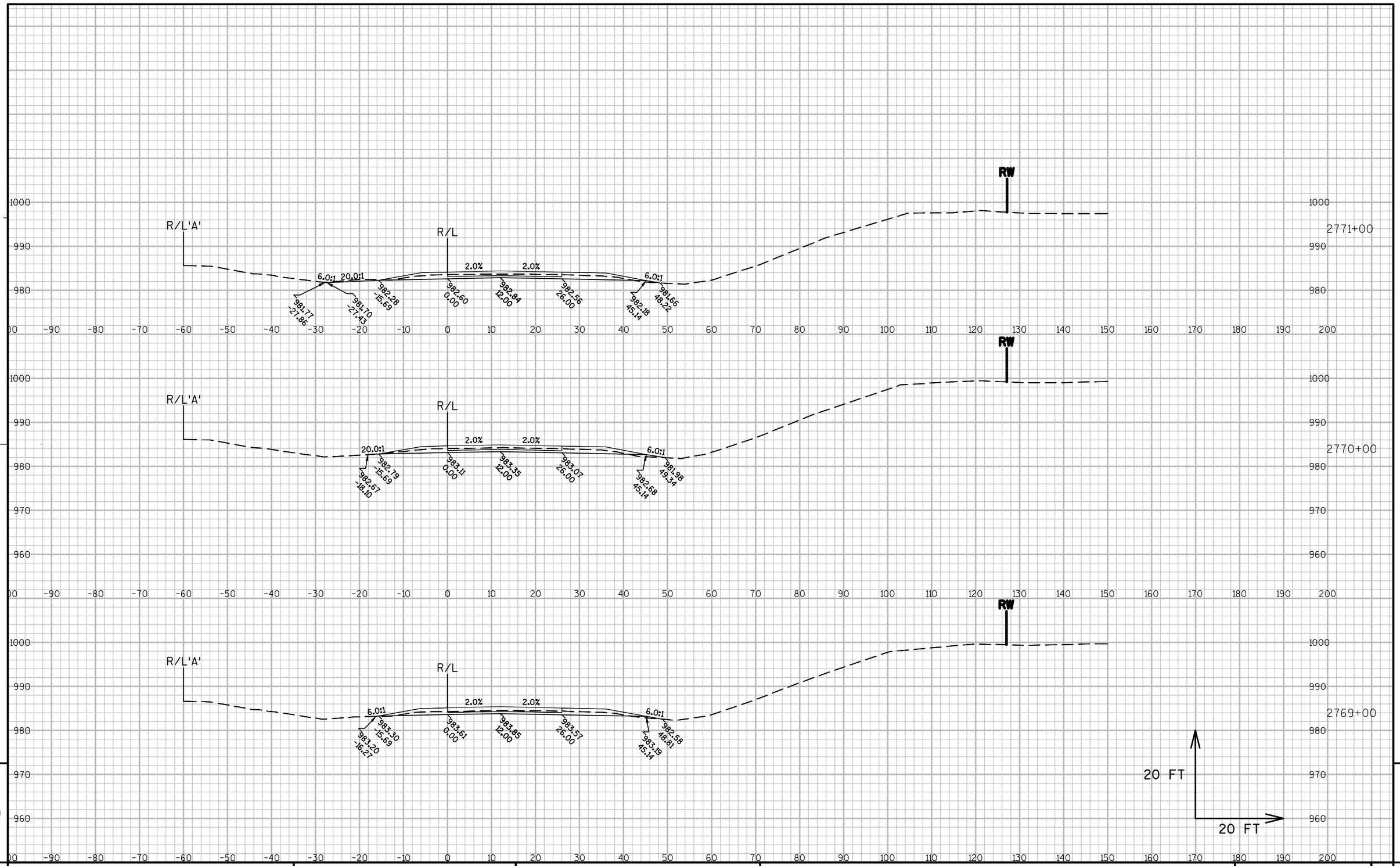
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 551	E



9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 552	E

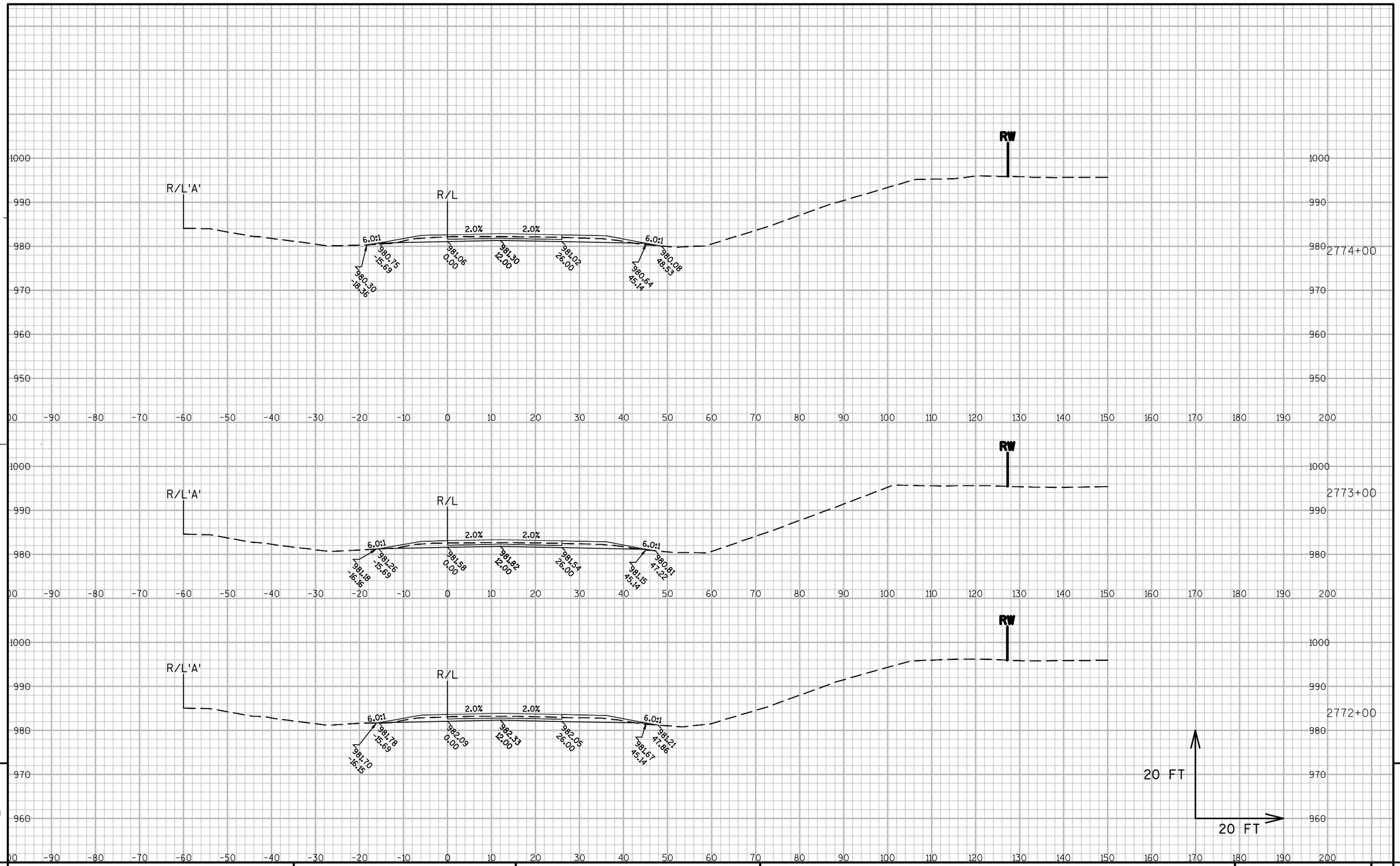


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 553 E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090103_XS.DWG PLOT DATE : 6/24/2015 4:17 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

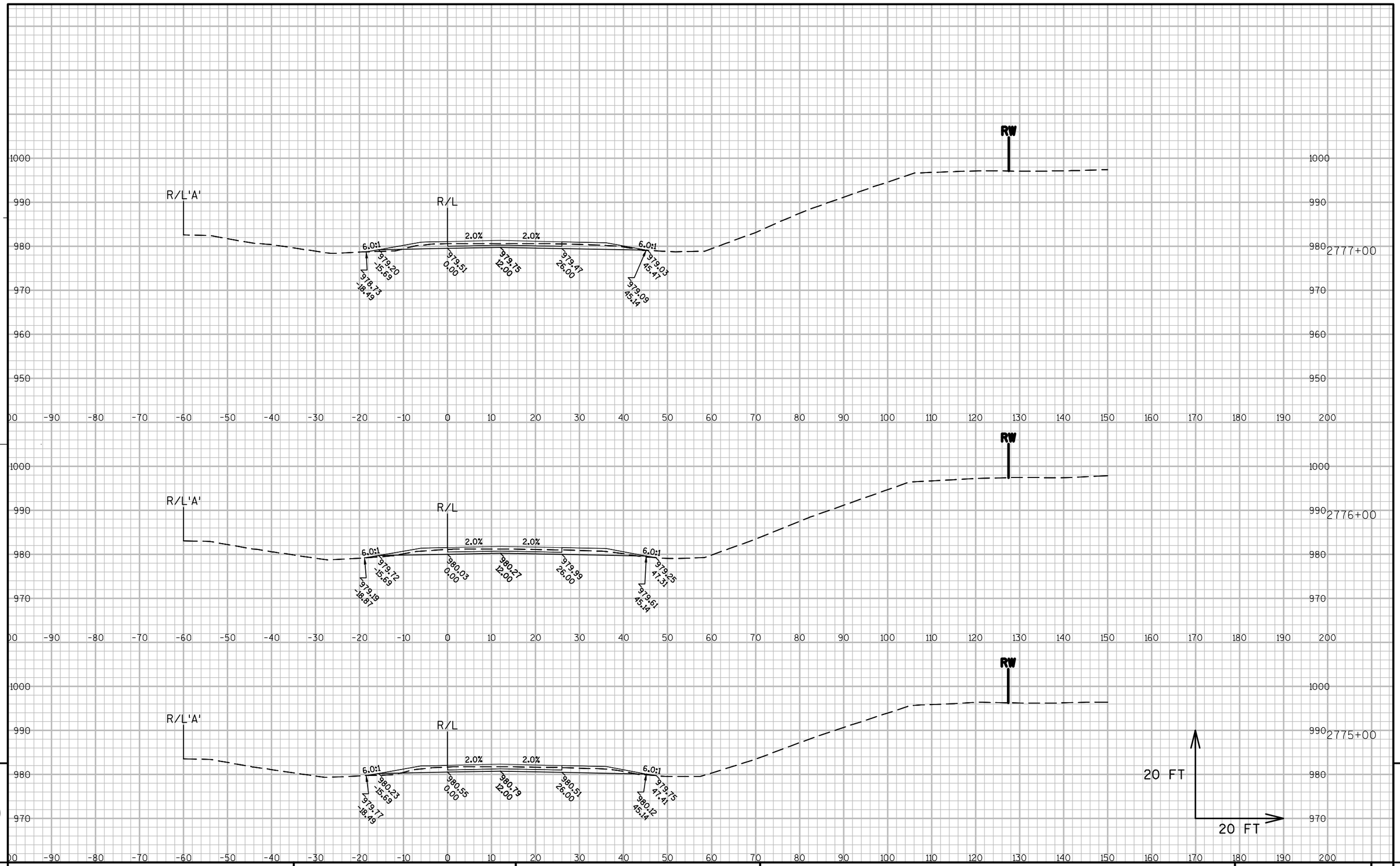


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 554	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090103_XS.DWG PLOT DATE : 6/24/2015 4:17 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

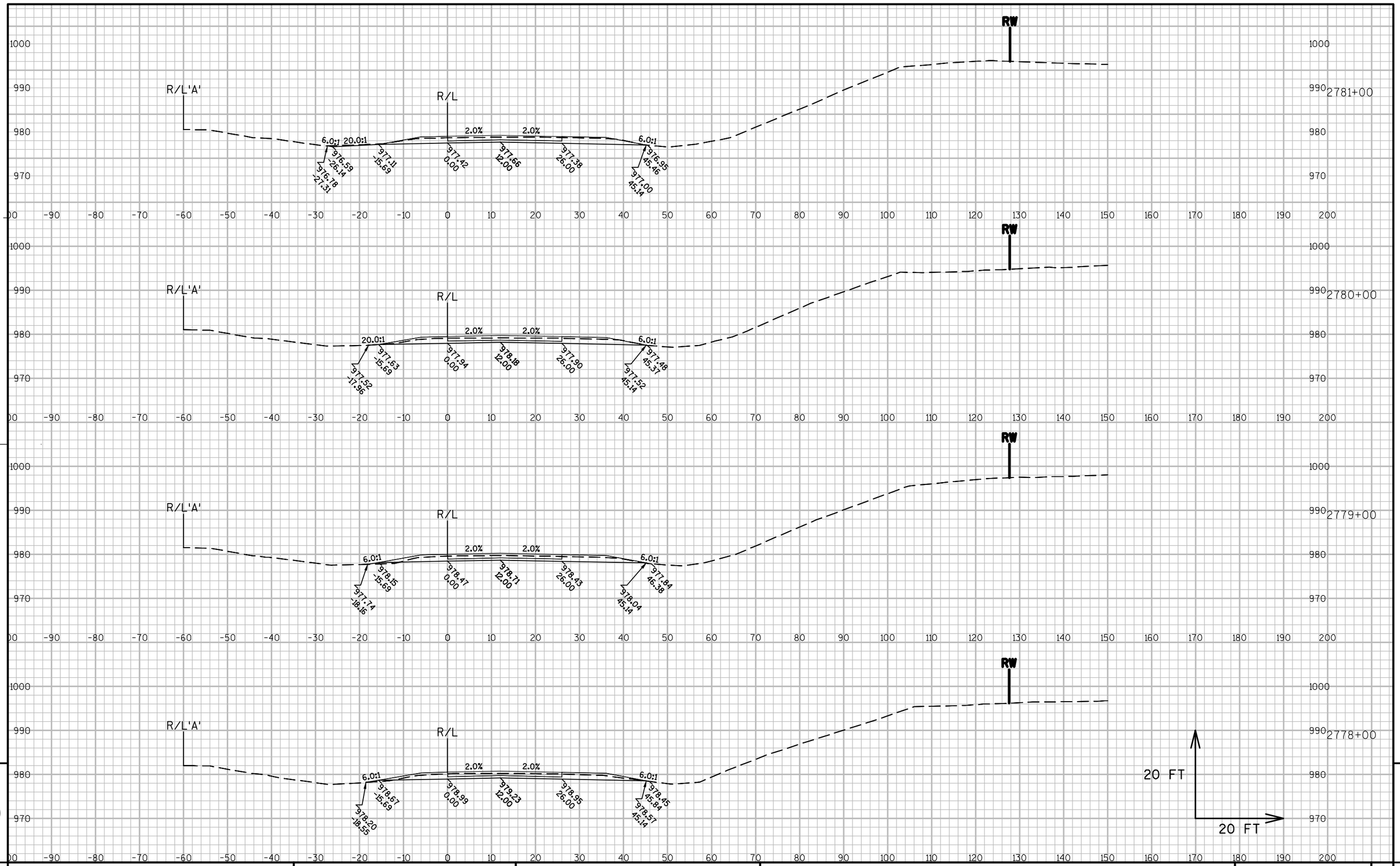


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 555	E

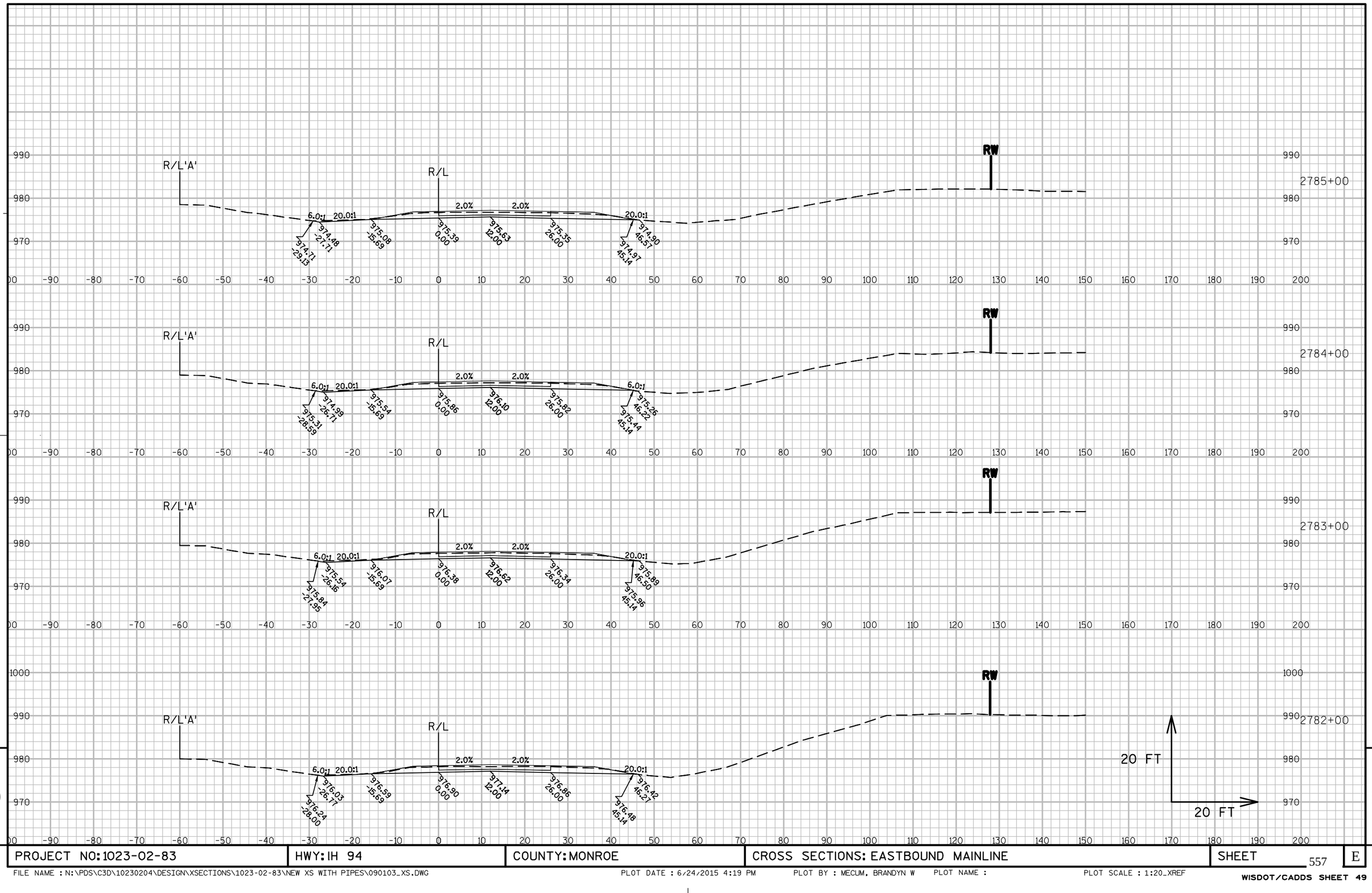
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090103_XS.DWG PLOT DATE : 6/24/2015 4:18 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



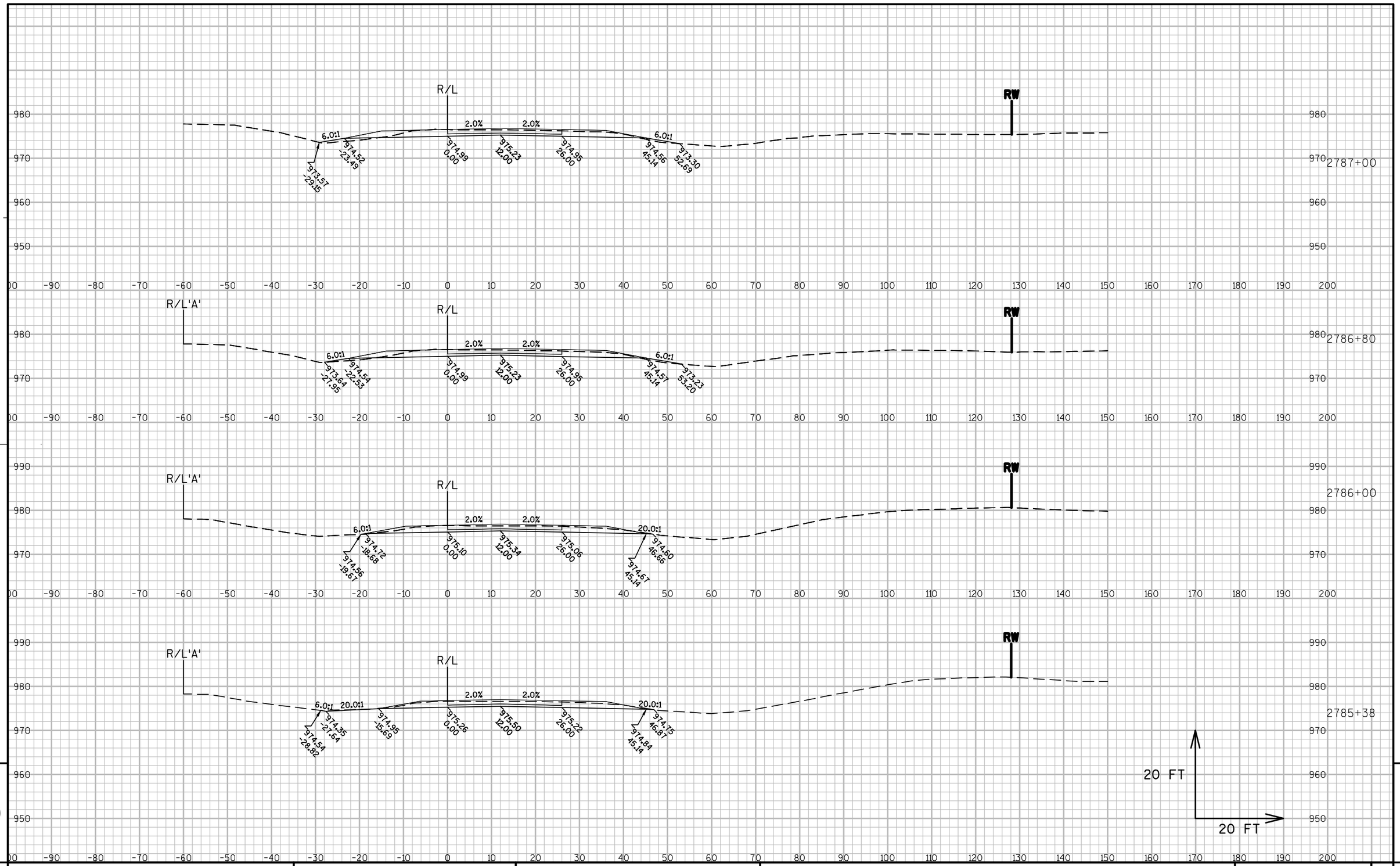
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 556	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090103_XS.DWG PLOT DATE : 6/24/2015 4:19 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



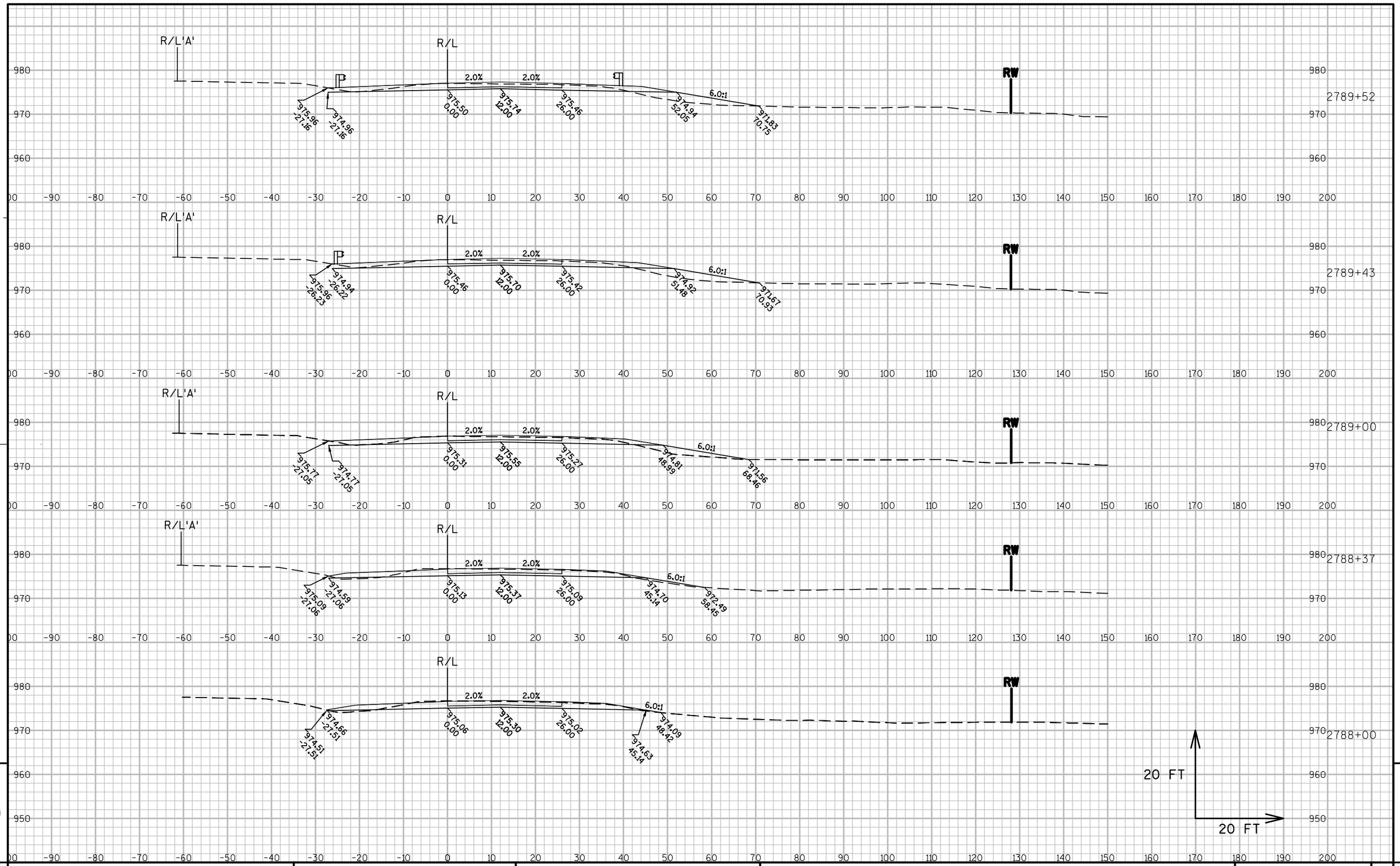
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 557	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 558	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090103_XS.DWG PLOT DATE : 6/24/2015 4:20 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

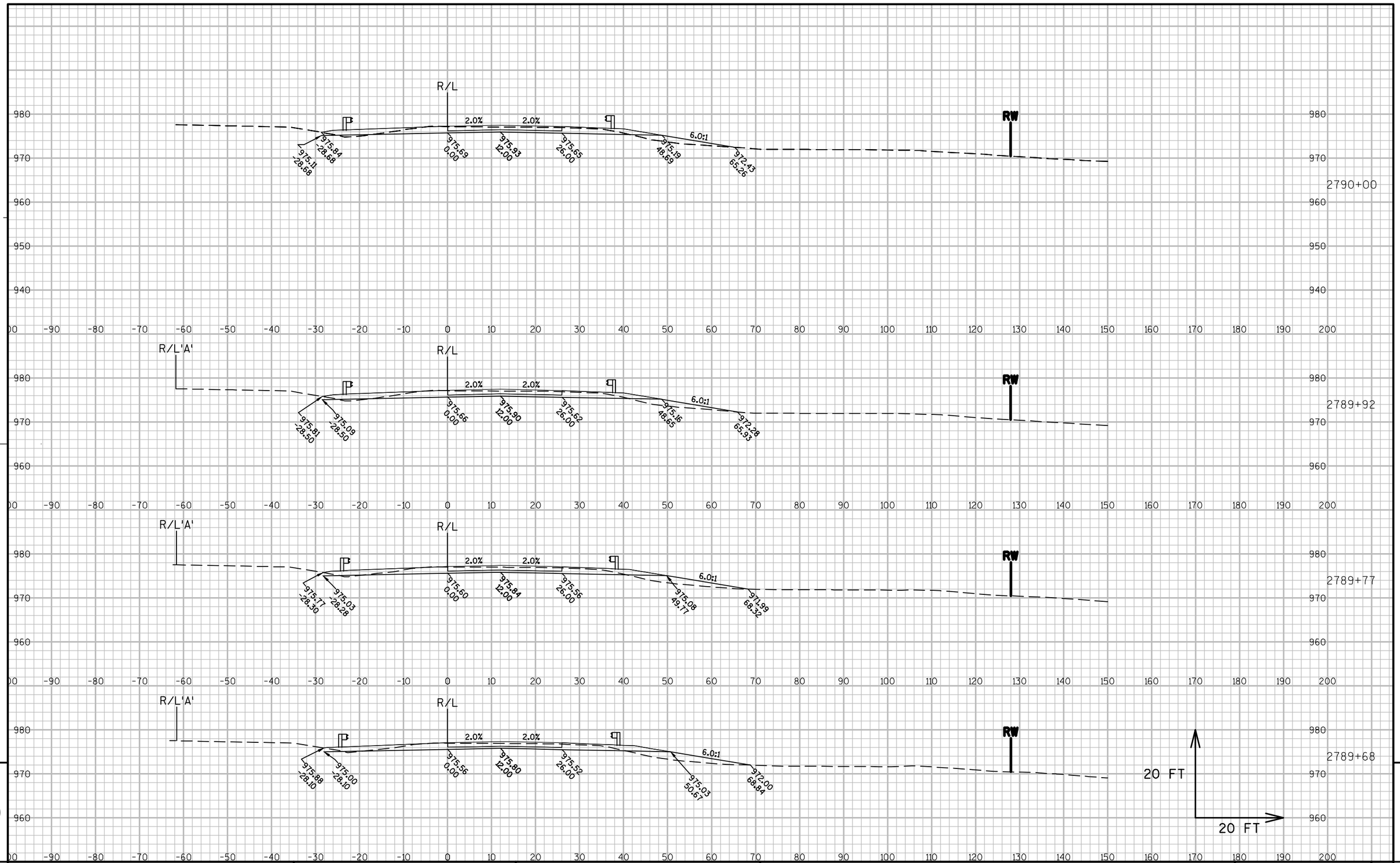
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 559 E

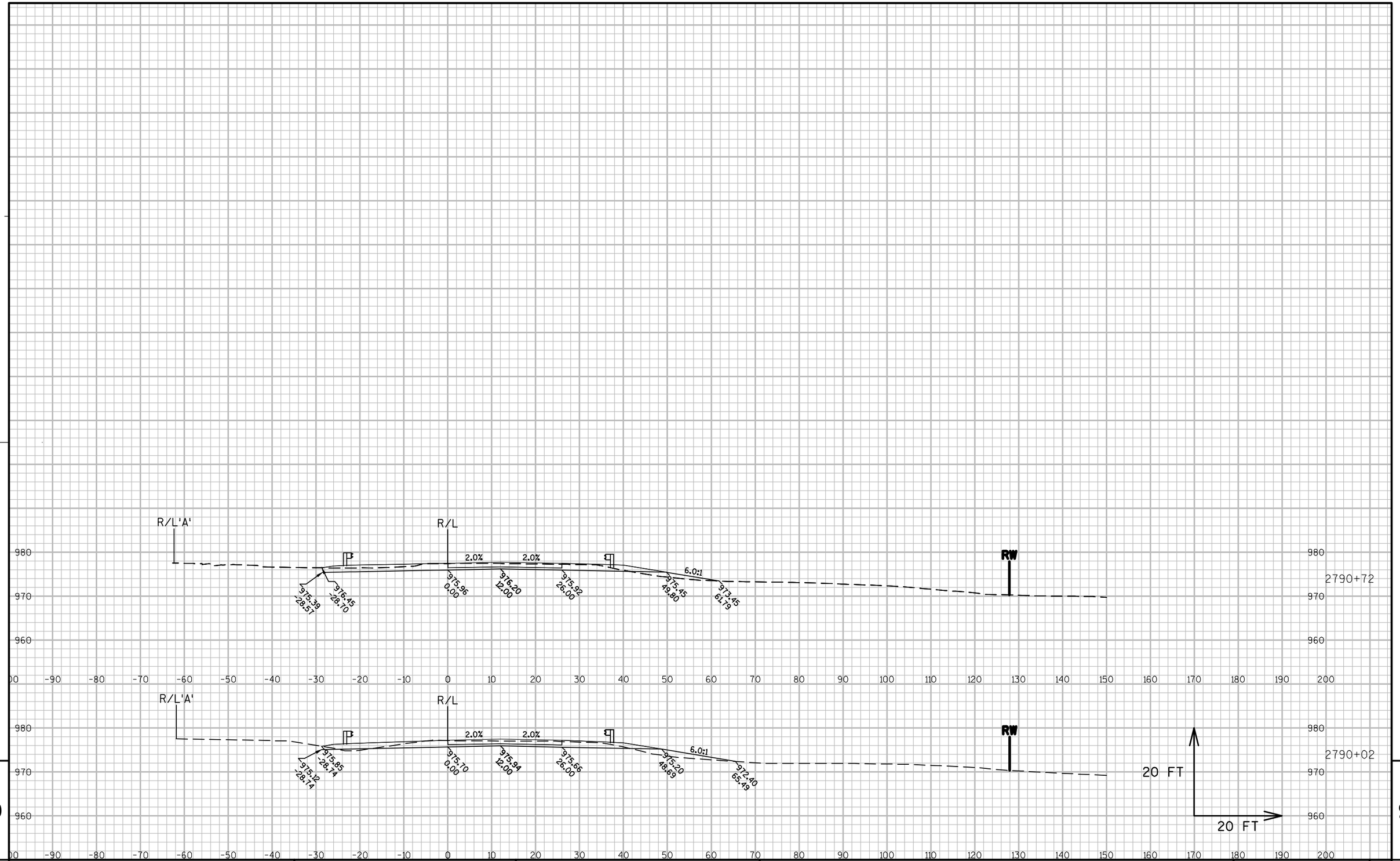
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090103_XS.DWG PLOT DATE : 6/24/2015 4:21 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



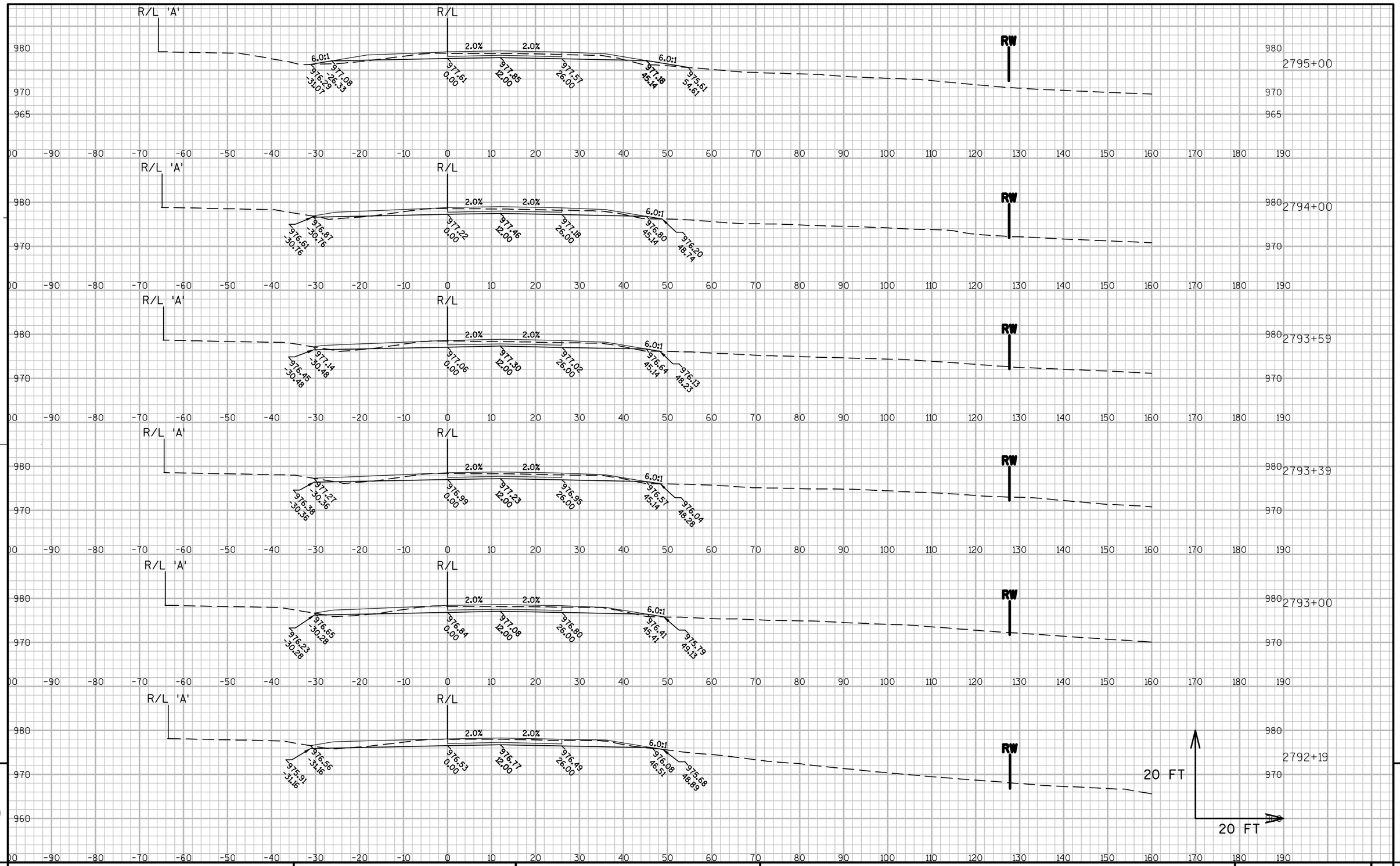
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 560	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090103_XS.DWG PLOT DATE : 6/24/2015 4:21 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 561	E

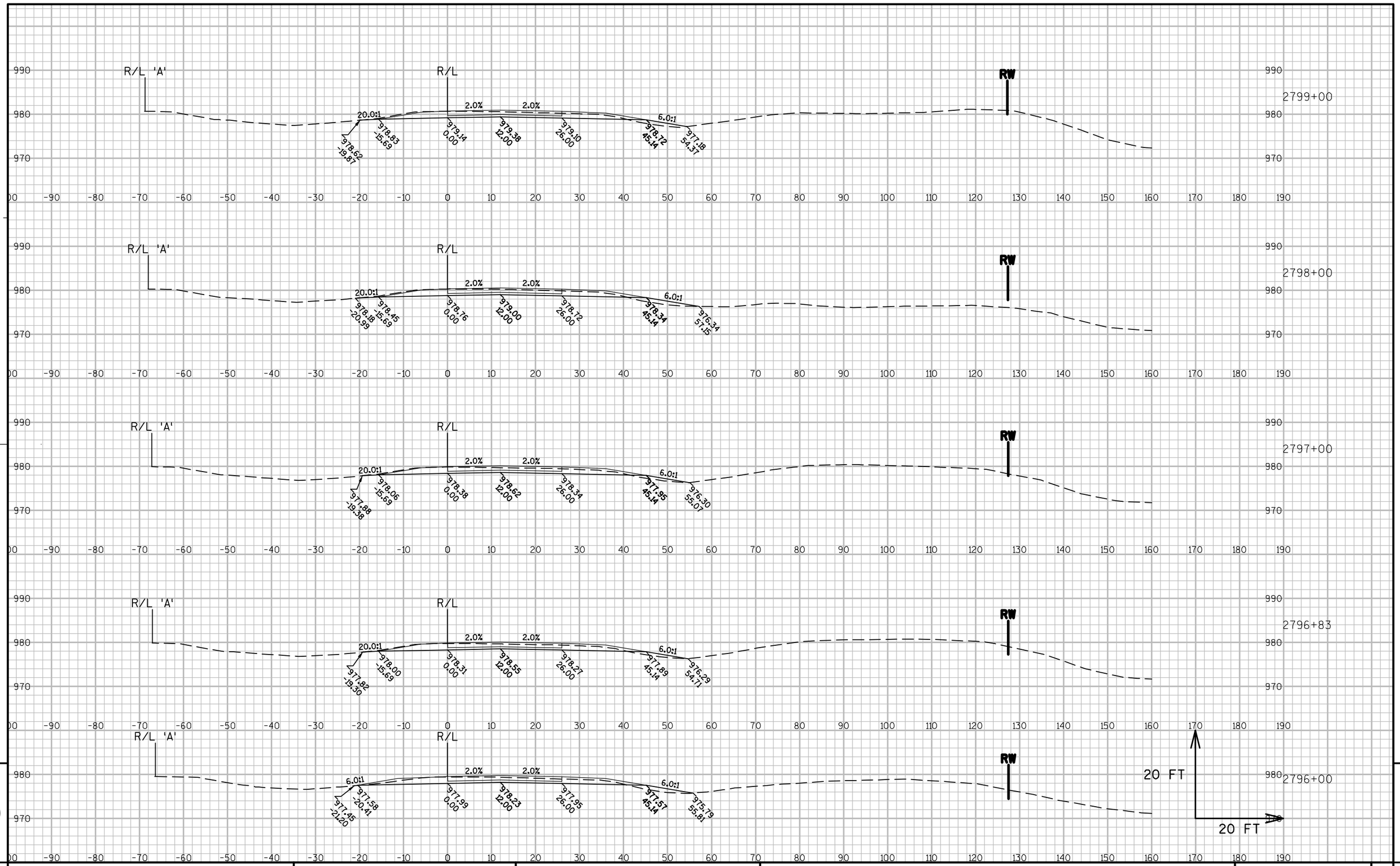
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090103_XS.DWG PLOT DATE : 6/24/2015 4:22 PM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 562	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090104_XS.DWG PLOT DATE : 6/26/2015 10:29 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

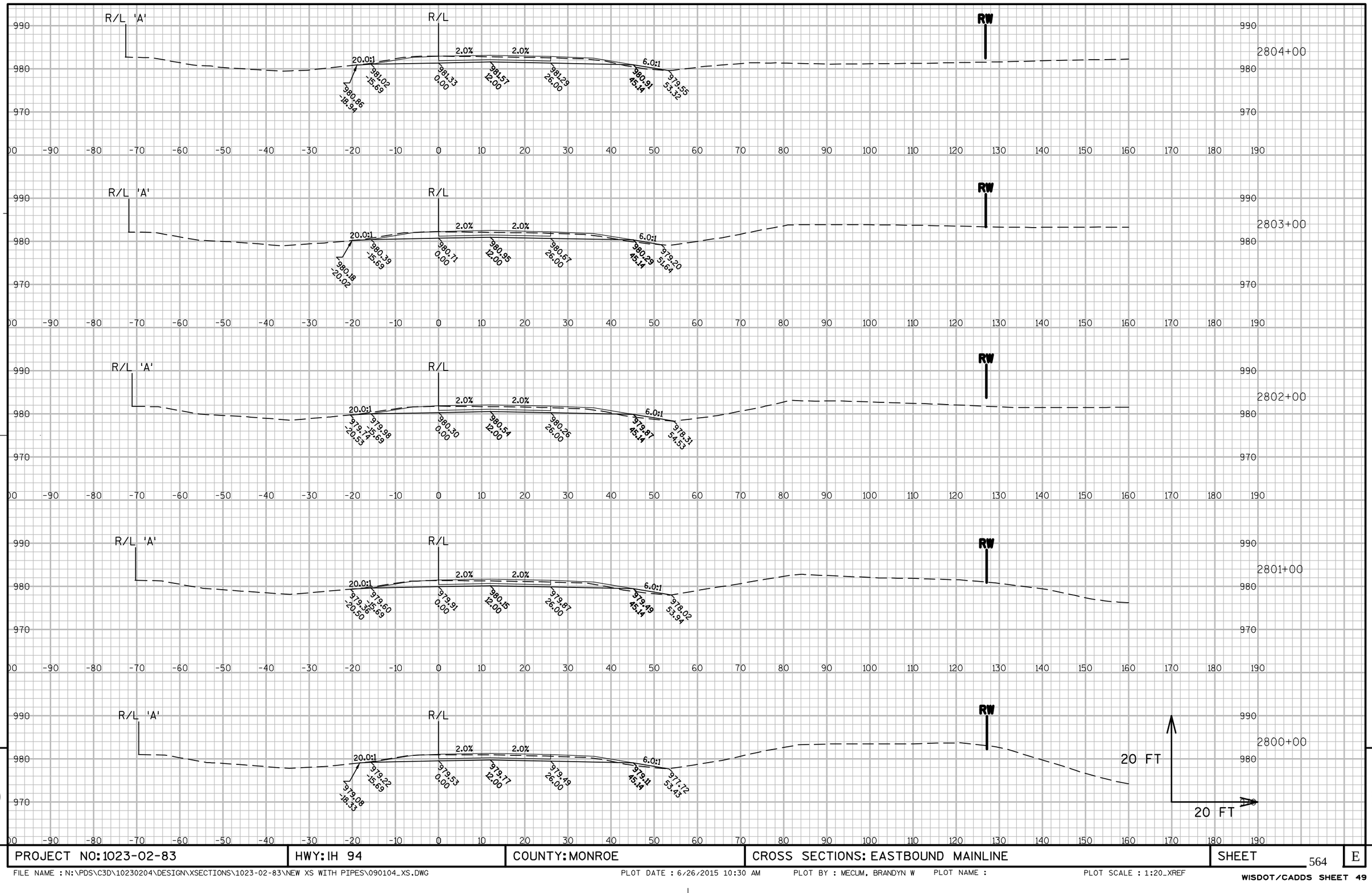


9

9

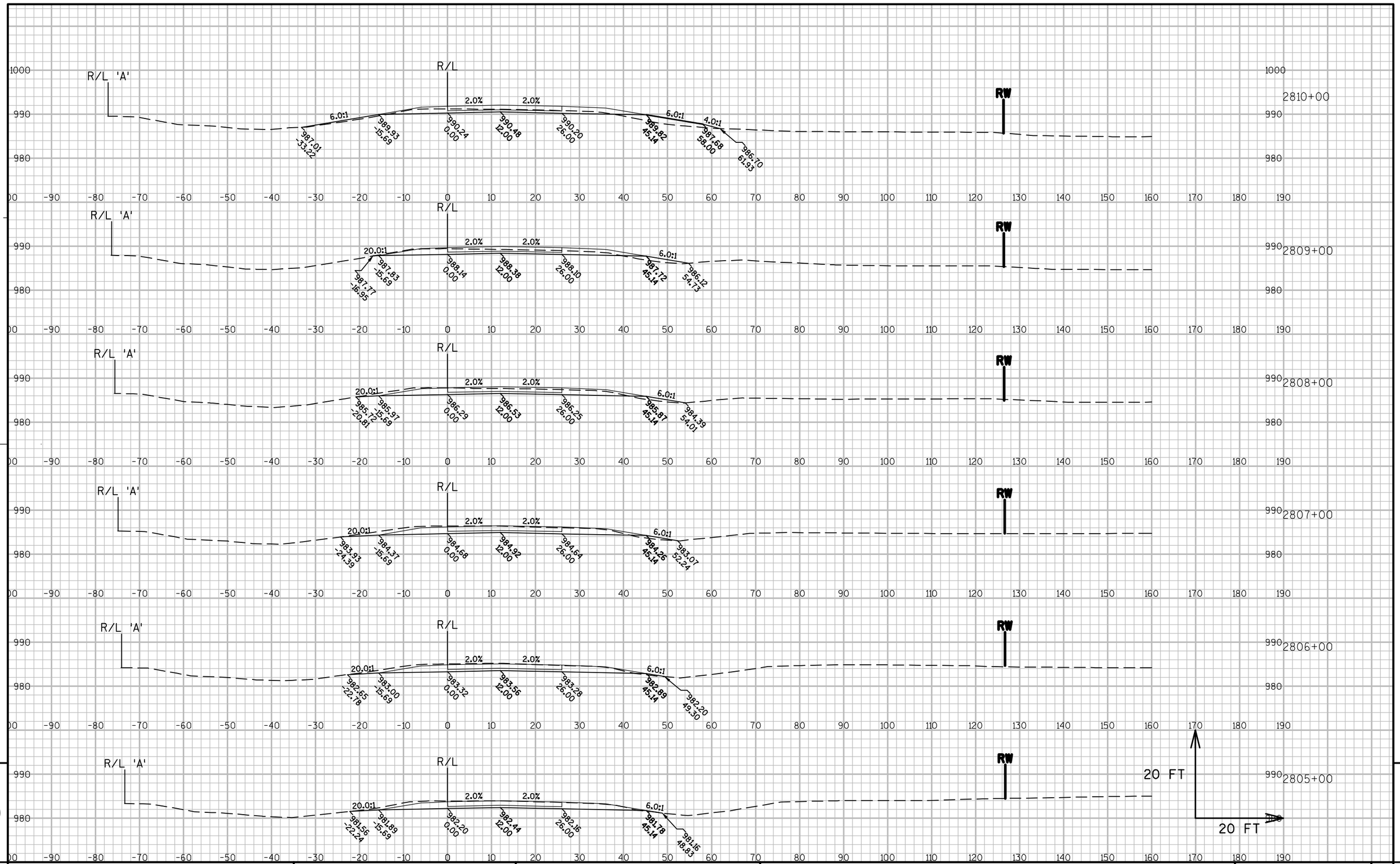
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 563	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090104_XS.DWG PLOT DATE : 6/26/2015 10:30 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

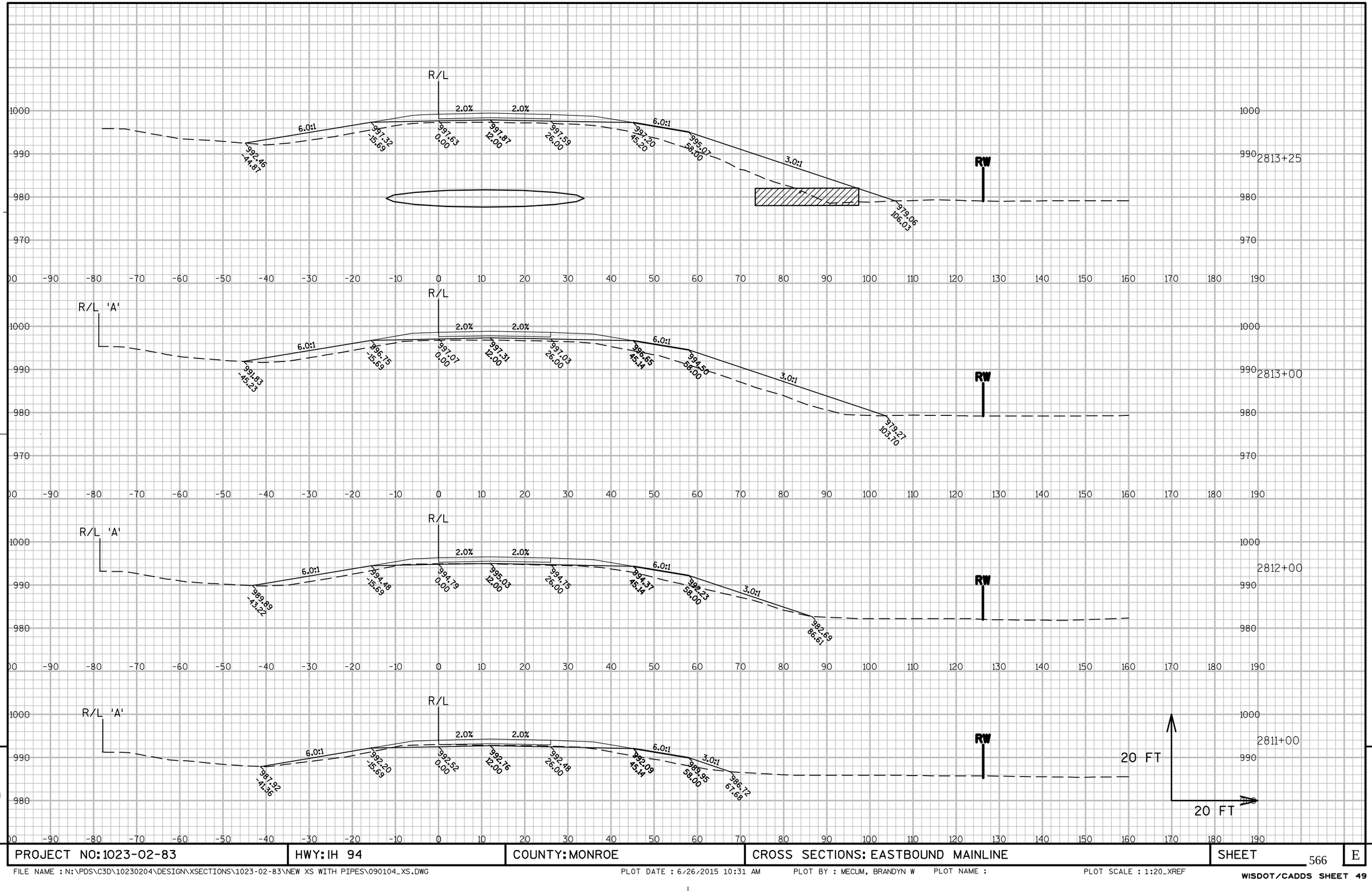


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 564	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090104_XS.DWG PLOT DATE : 6/26/2015 10:30 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

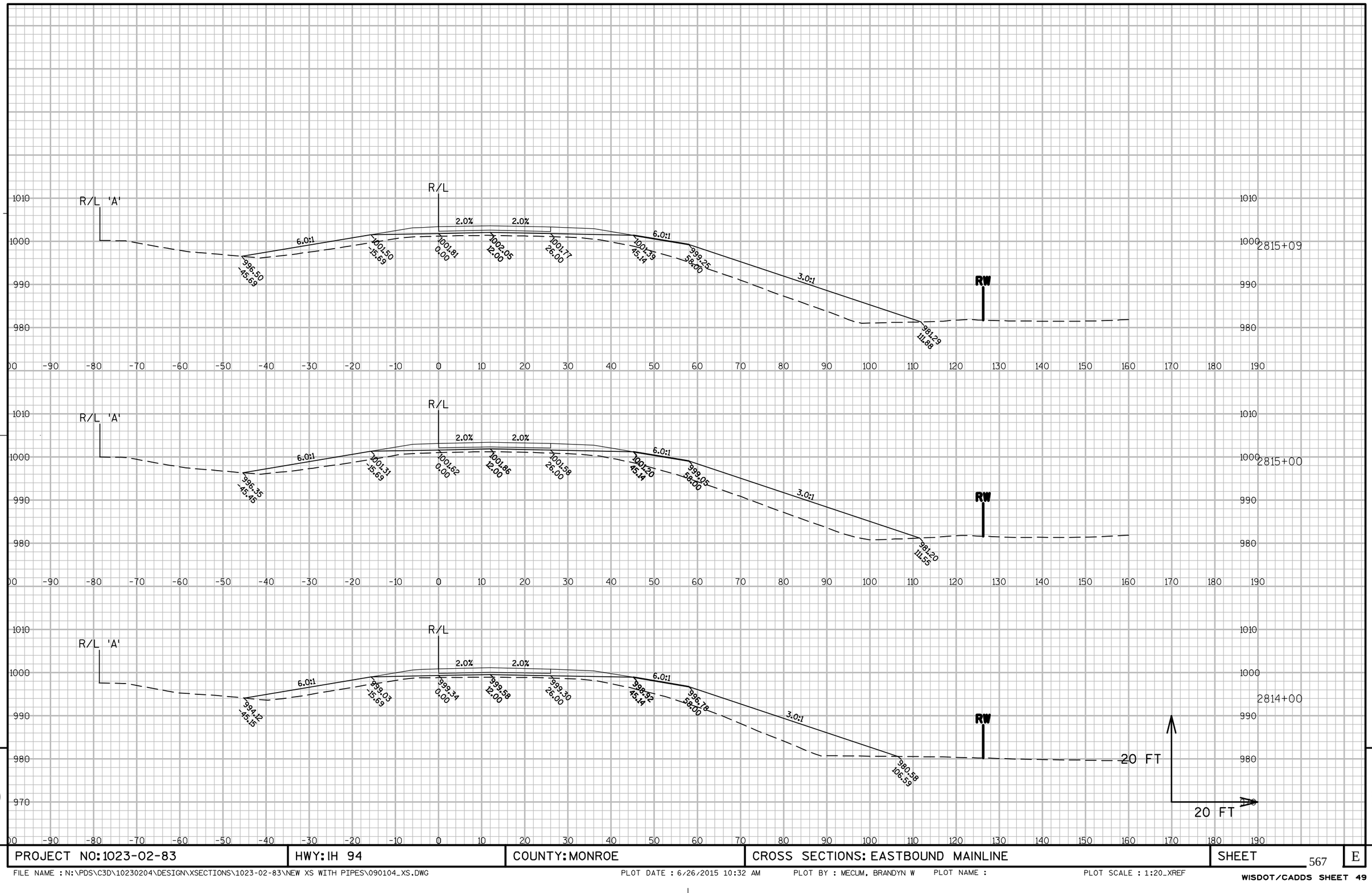


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 565	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 566	E

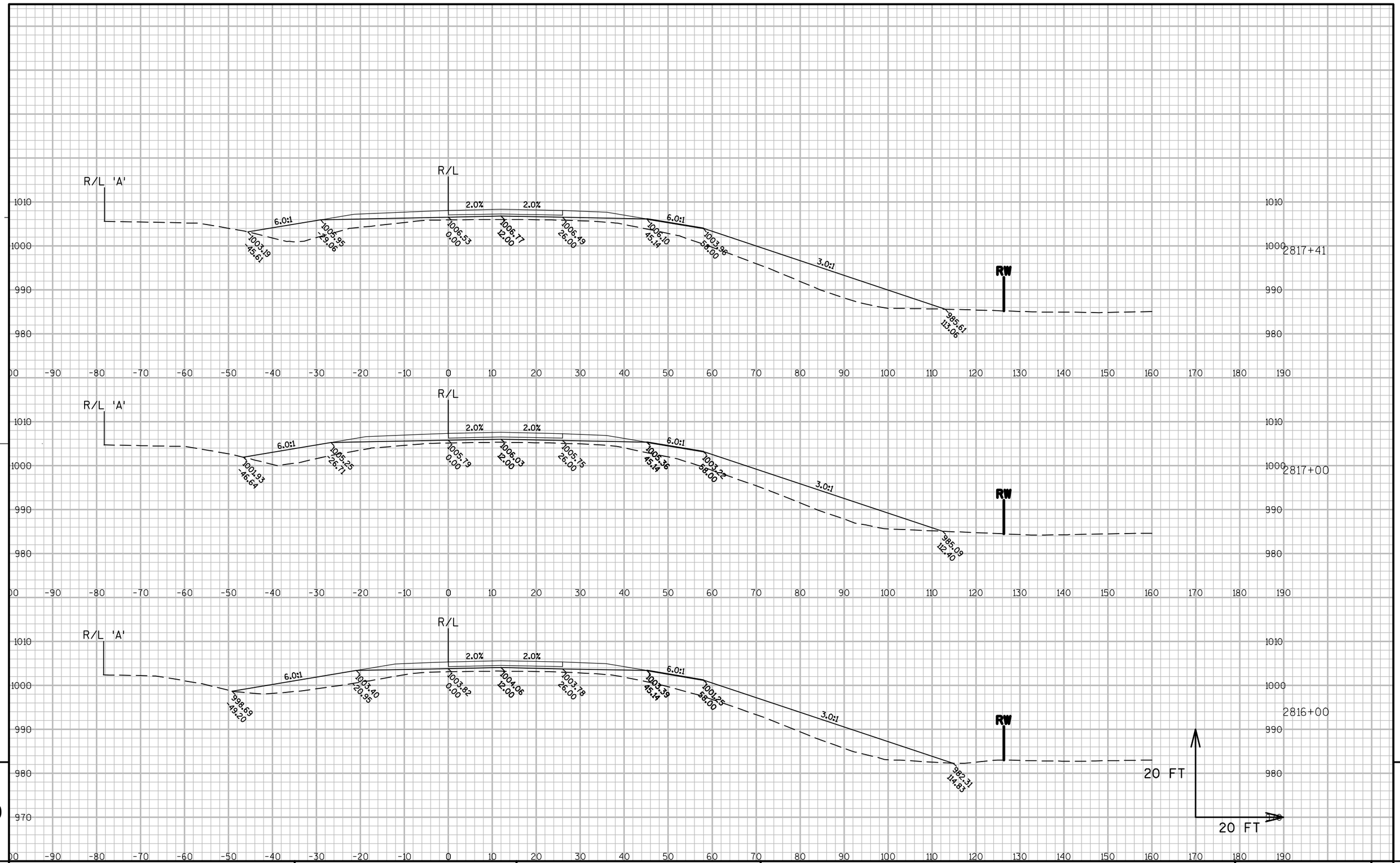
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090104_XS.DWG PLOT DATE : 6/26/2015 10:31 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 567	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090104_XS.DWG PLOT DATE : 6/26/2015 10:32 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



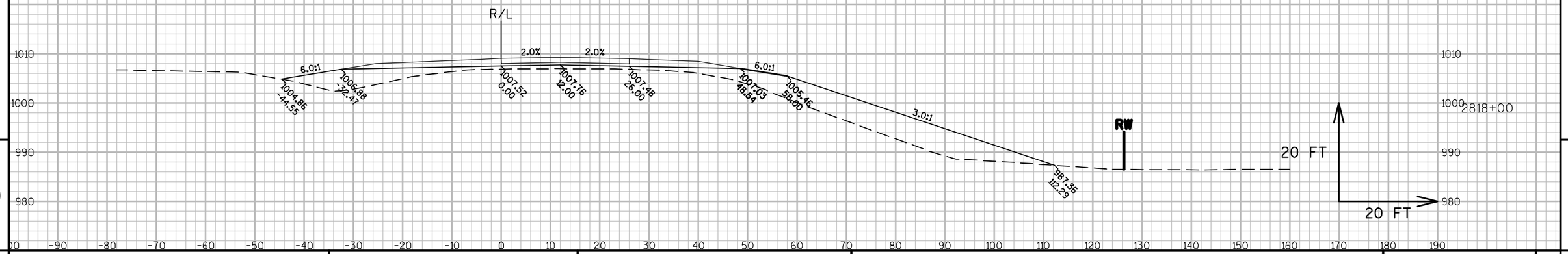
9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 568	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090104_XS.DWG PLOT DATE : 6/26/2015 10:33 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

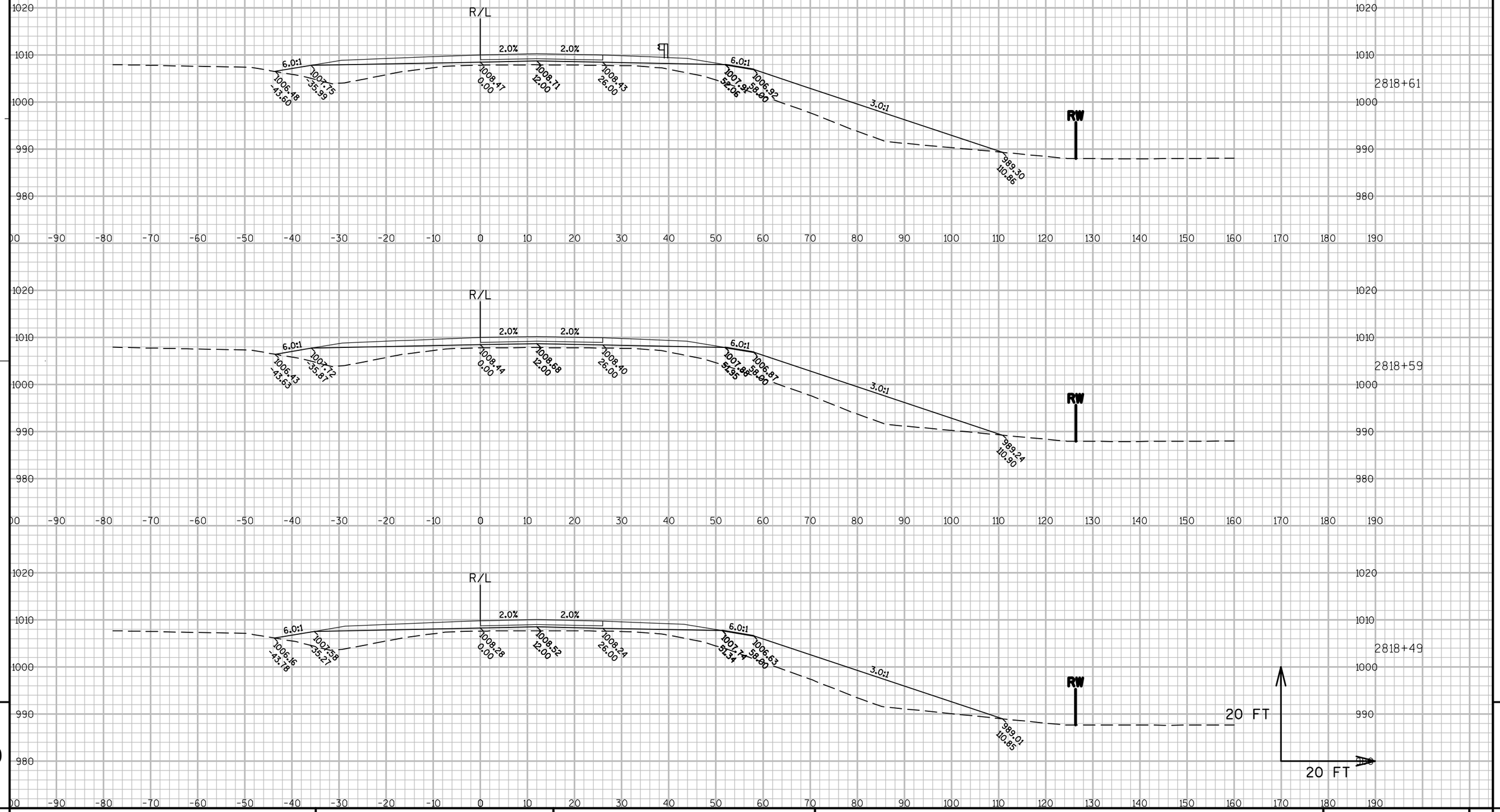


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 569	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090104_XS.DWG PLOT DATE : 6/26/2015 10:36 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 570	E

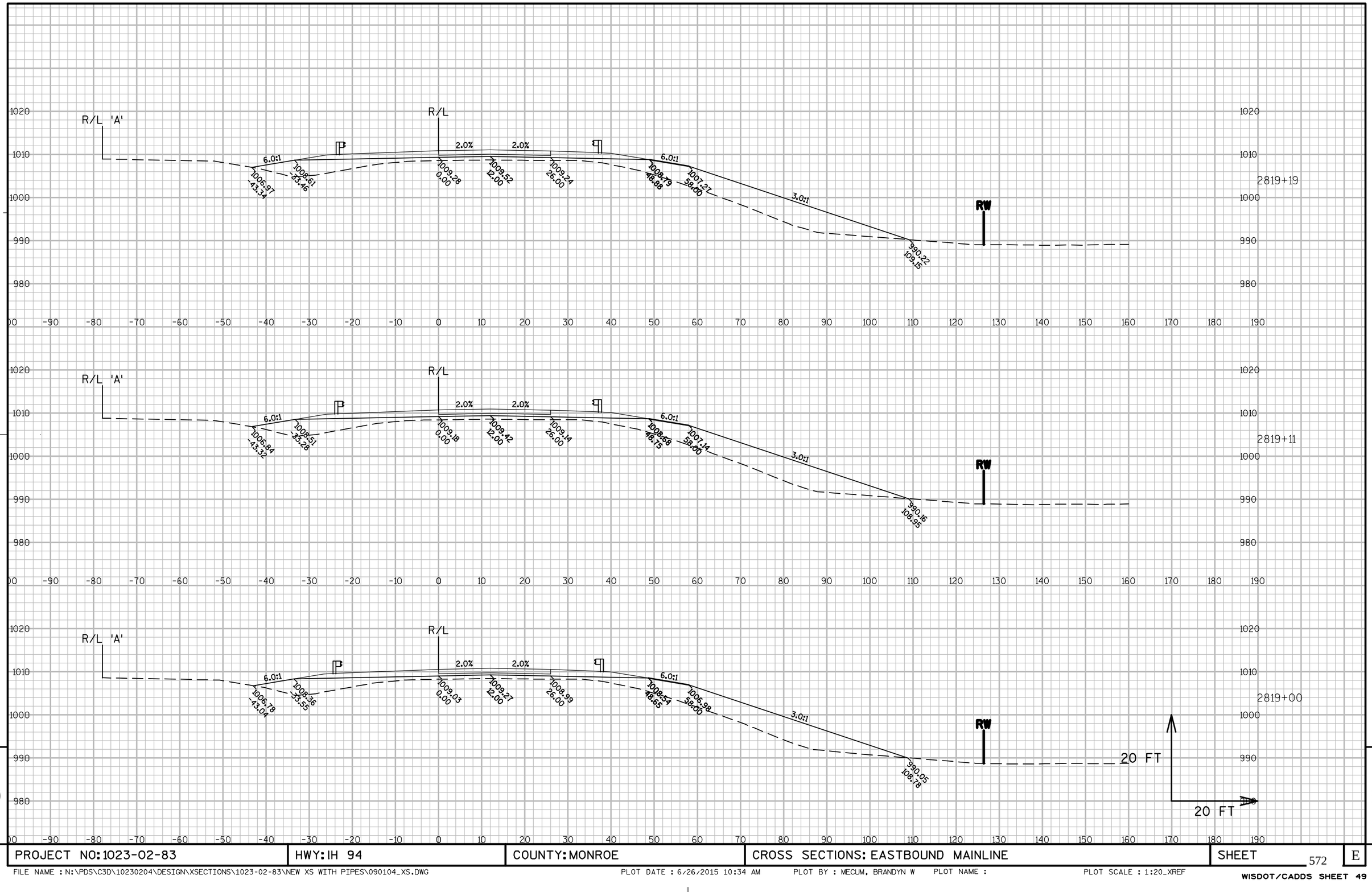
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090104_XS.DWG PLOT DATE : 6/26/2015 10:33 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 571	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090104_XS.DWG PLOT DATE : 6/26/2015 10:34 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

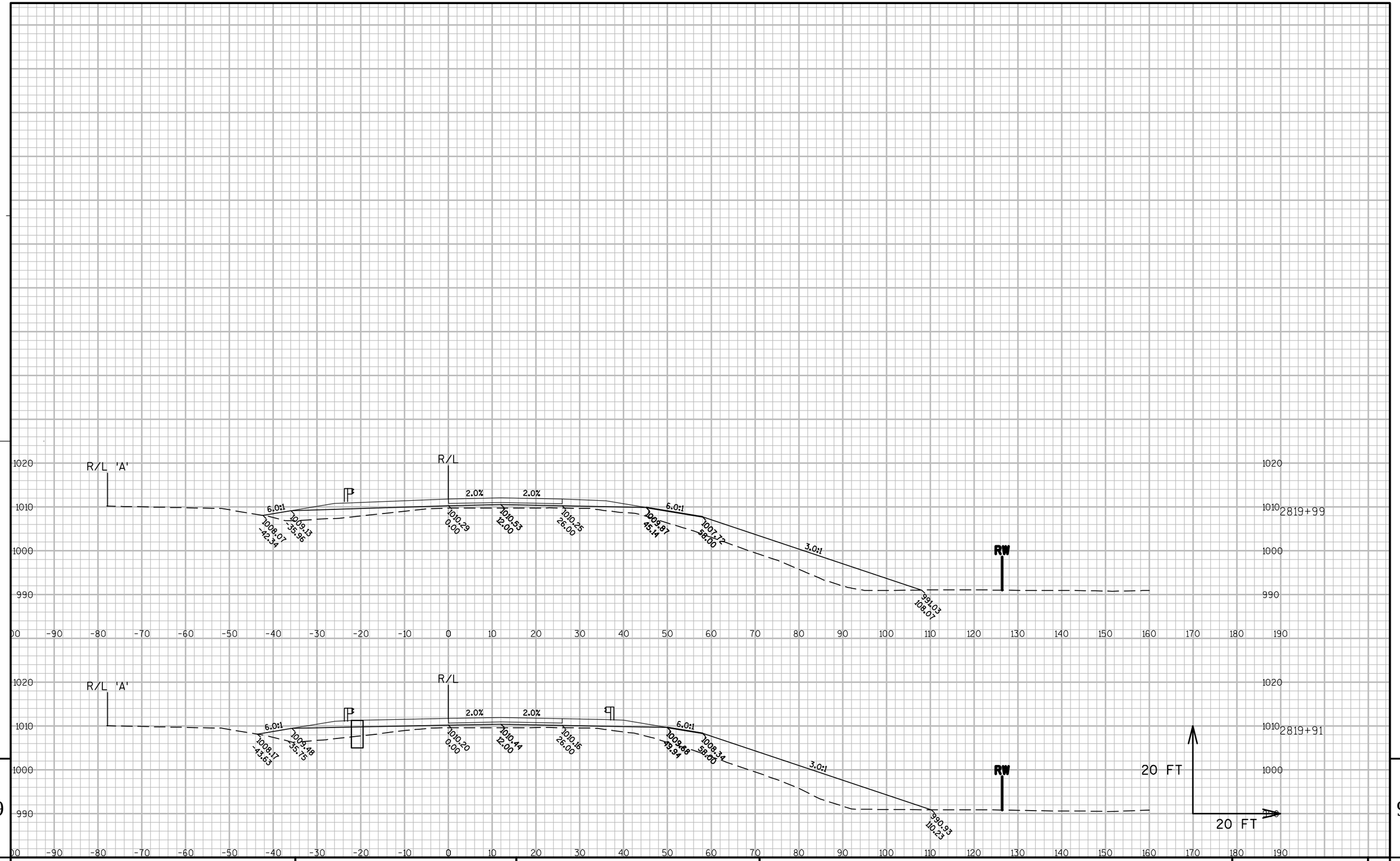


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 572	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090104_XS.DWG PLOT DATE : 6/26/2015 10:34 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



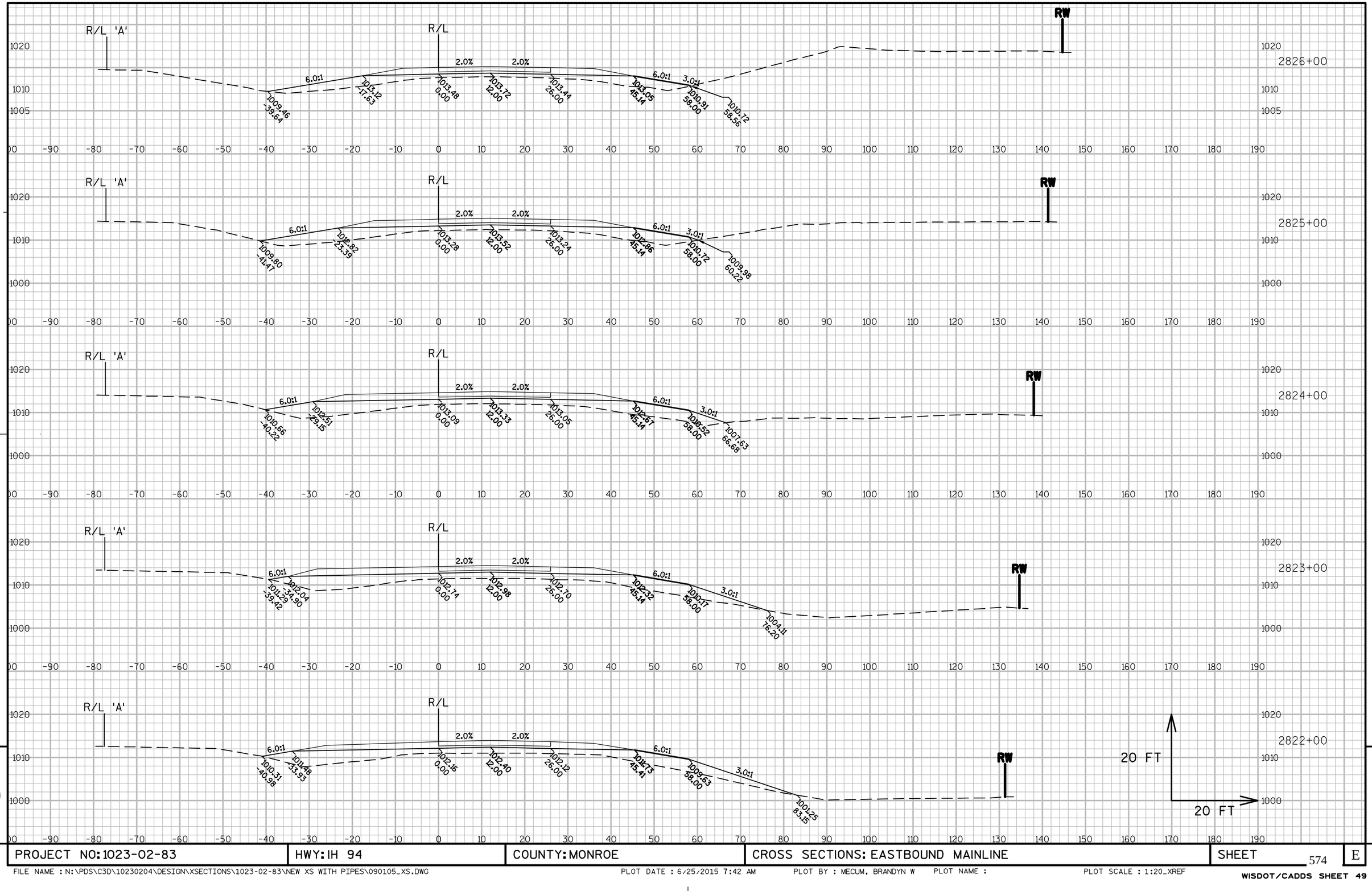
9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 573	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090104_XS.DWG PLOT DATE : 6/26/2015 10:35 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

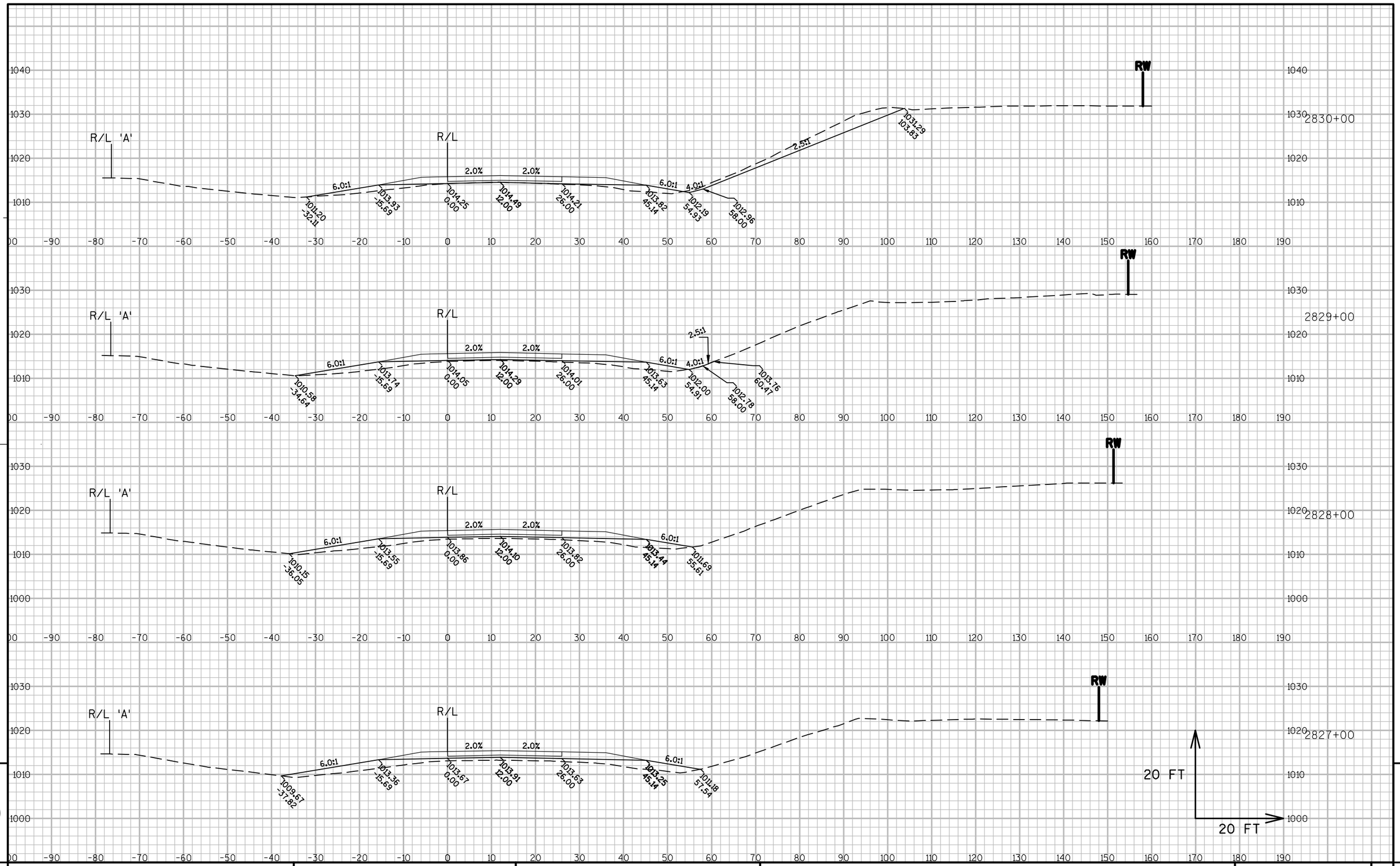
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 574	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090105_XS.DWG PLOT DATE : 6/25/2015 7:42 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



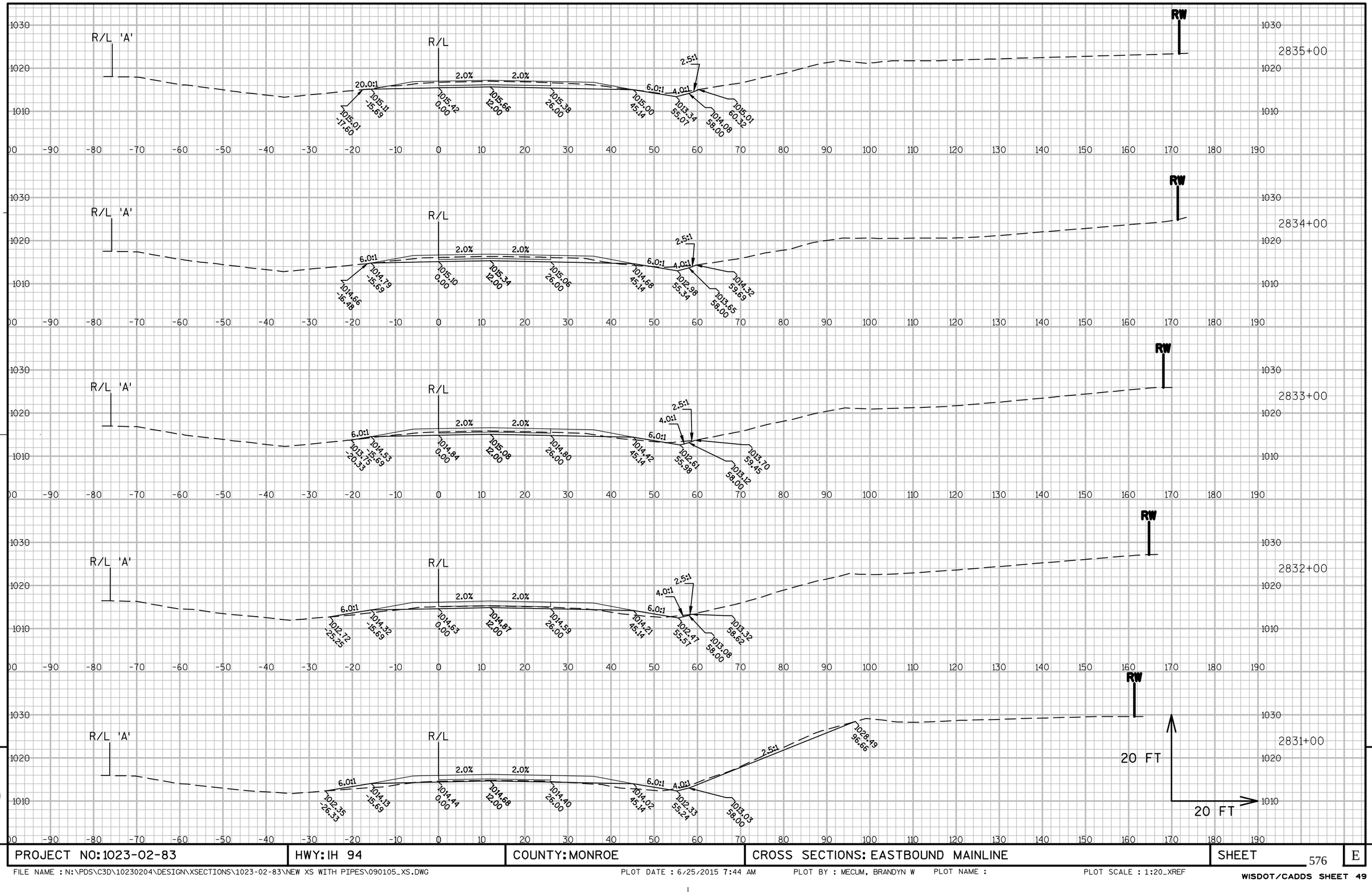
9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 575	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090105_XS.DWG PLOT DATE : 6/25/2015 7:43 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

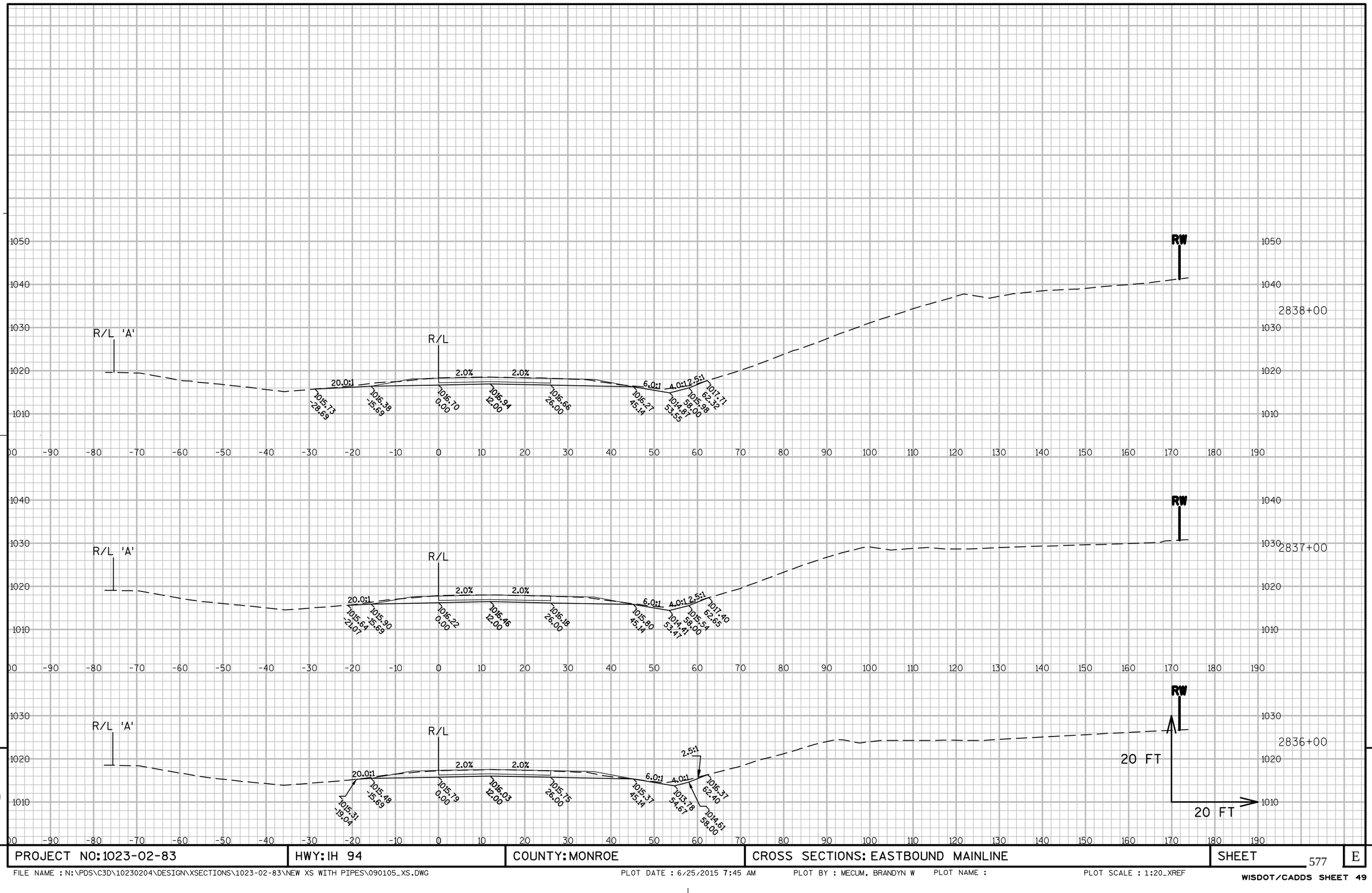


9

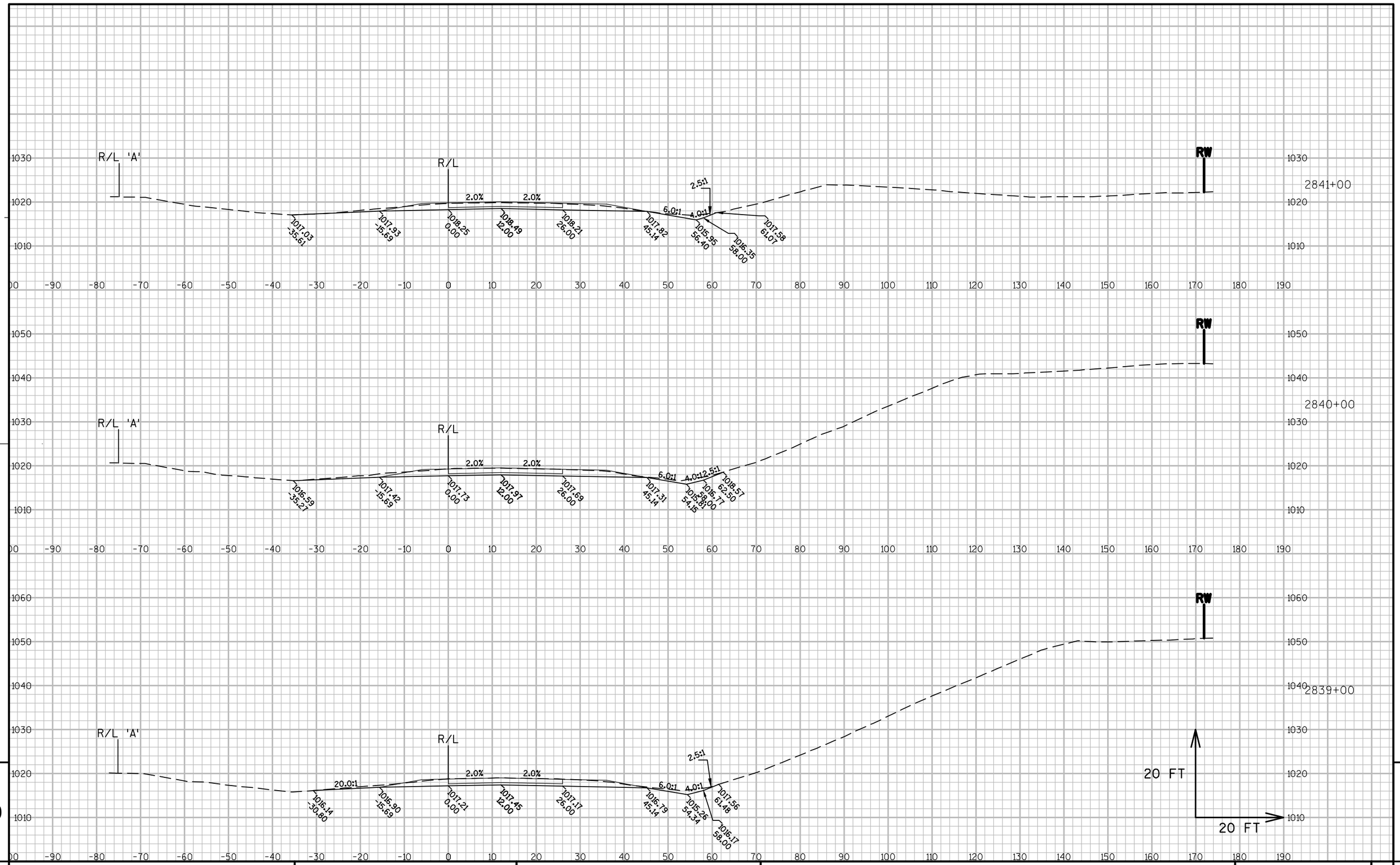
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET	E

9

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090105_XS.DWG PLOT DATE : 6/25/2015 7:44 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



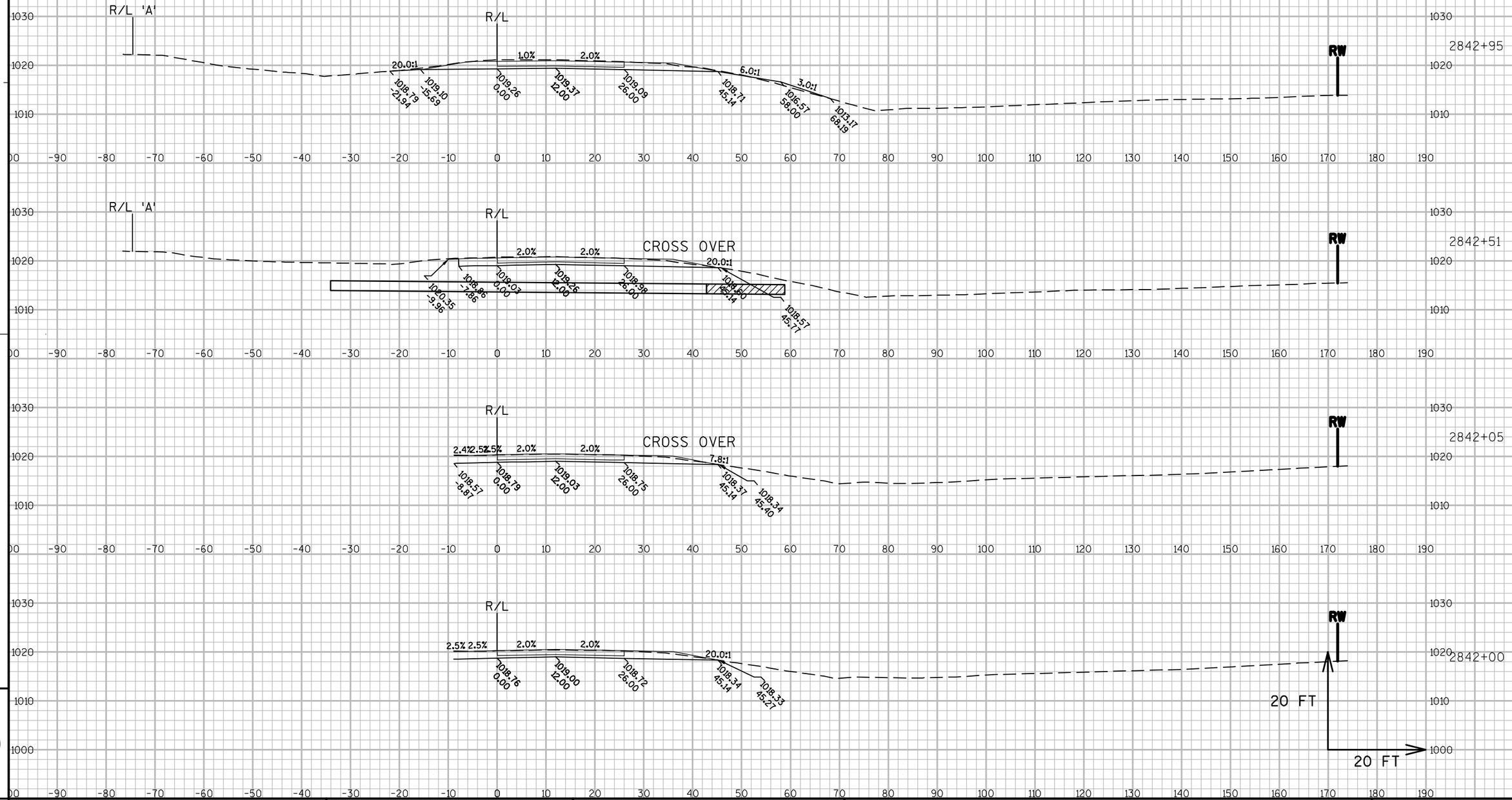
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 577	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 578	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090105_XS.DWG PLOT DATE : 6/25/2015 7:46 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

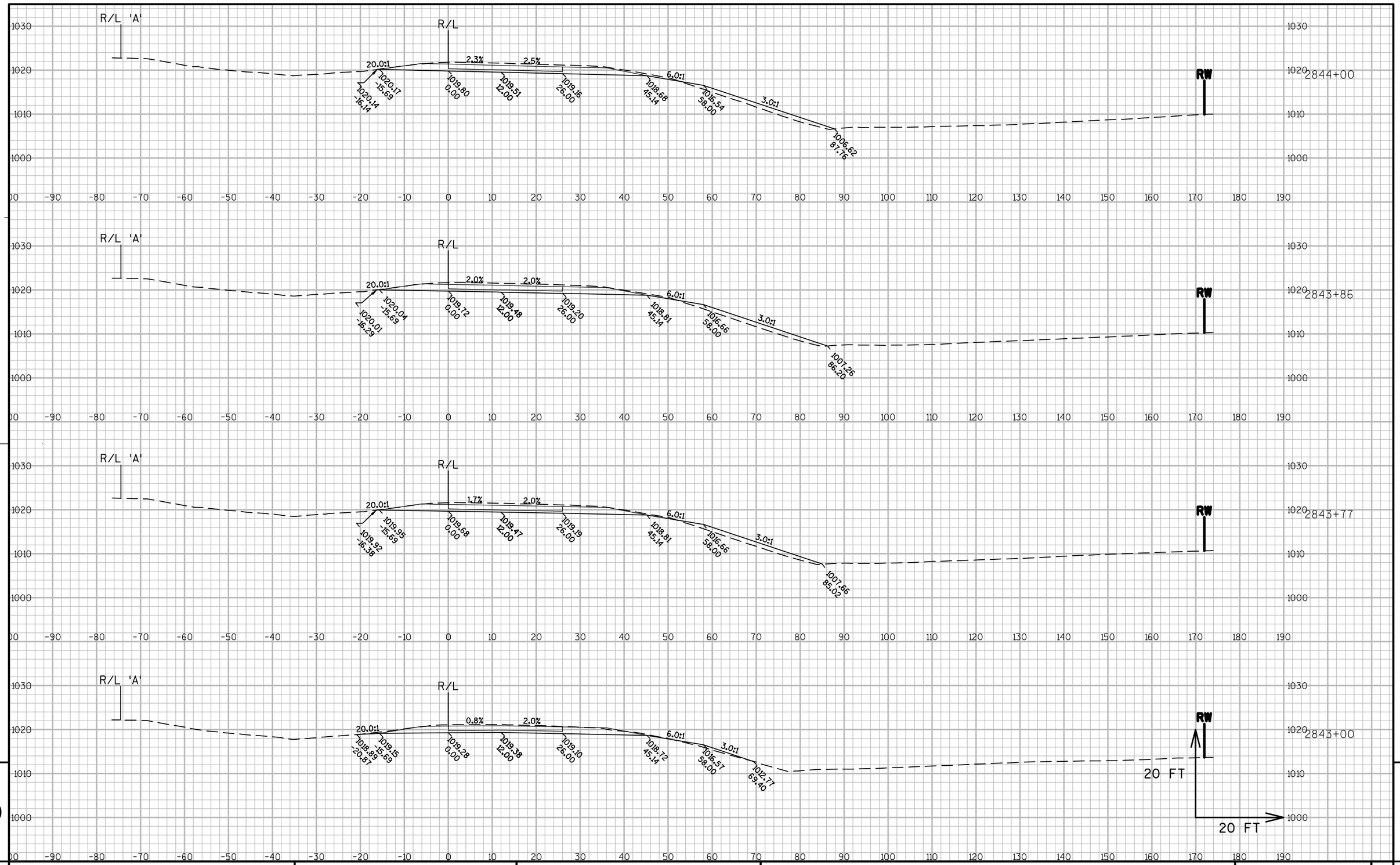
WISDOT/CADDS SHEET 49



9

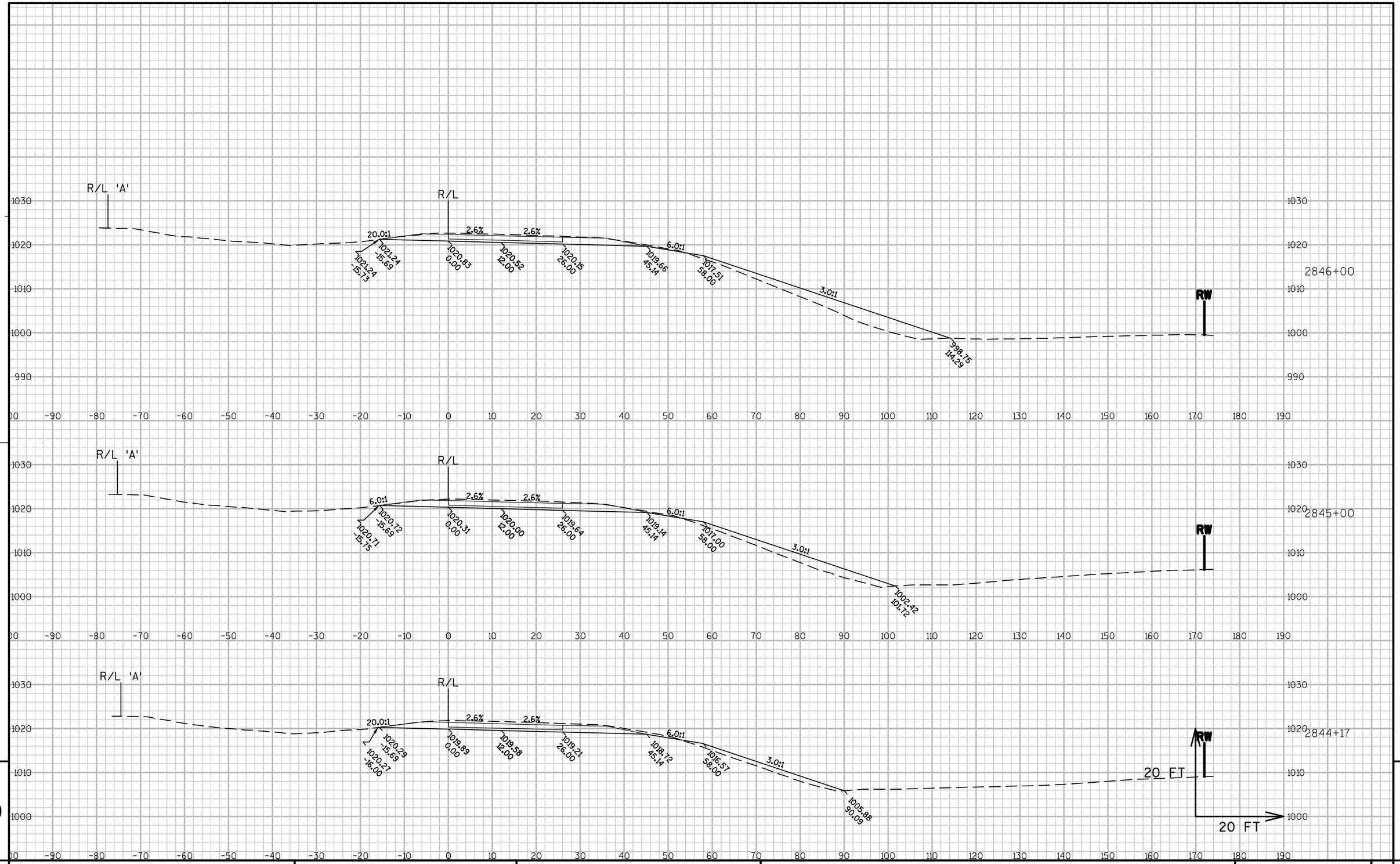
9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 579	E



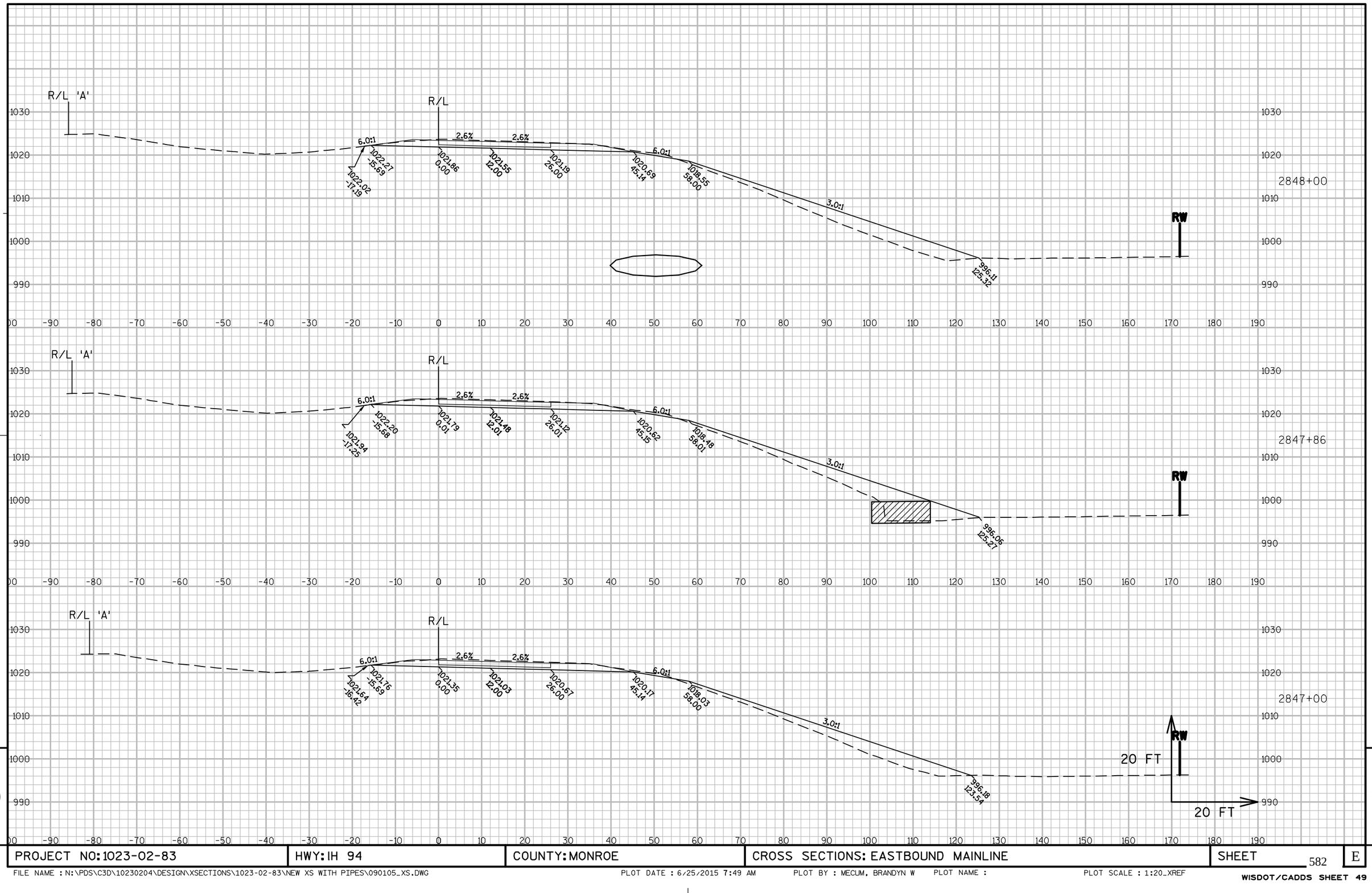
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 580	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090105_XS.DWG PLOT DATE : 6/25/2015 7:48 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 581	E

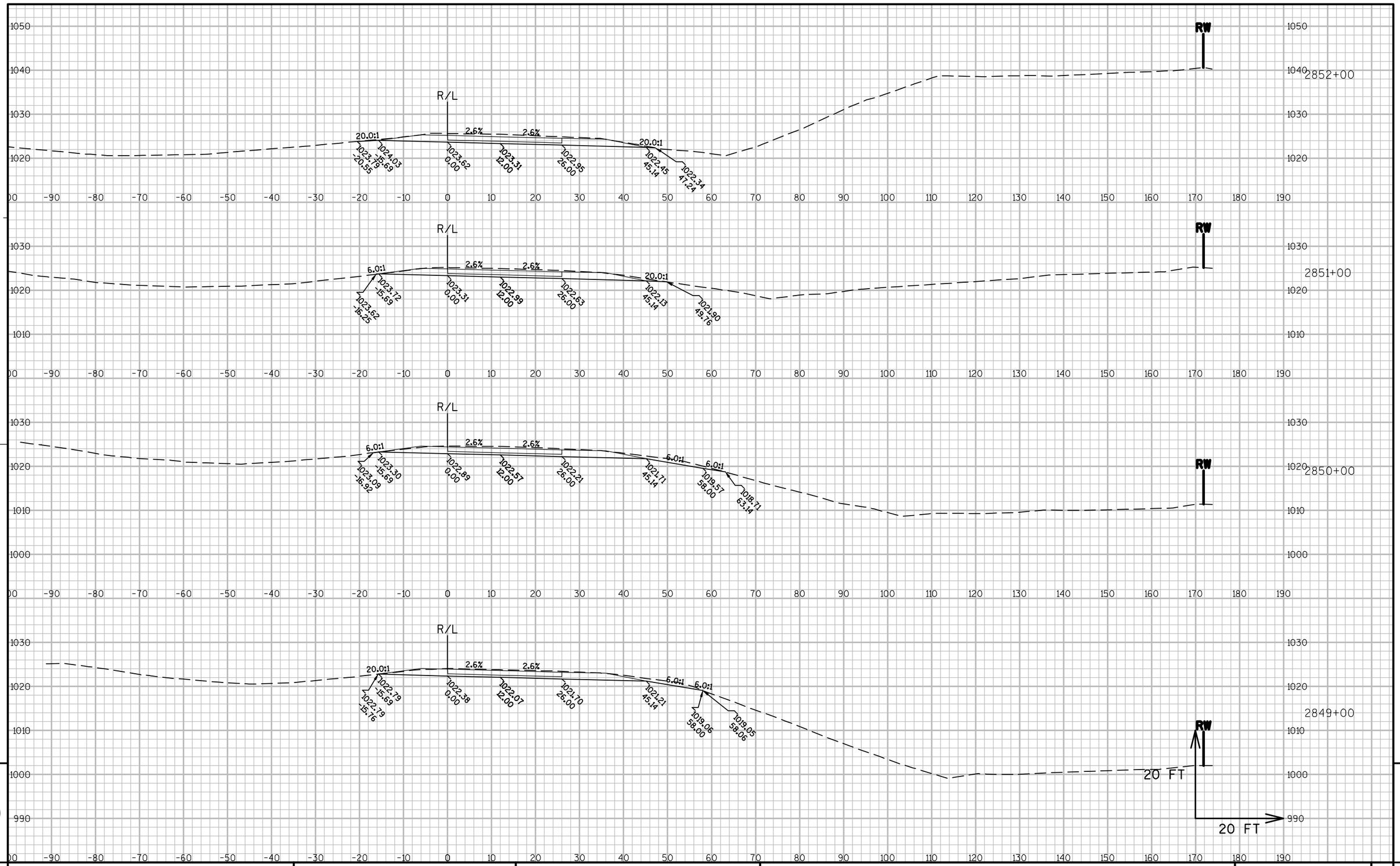
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090105_XS.DWG PLOT DATE : 6/25/2015 7:48 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 582	E

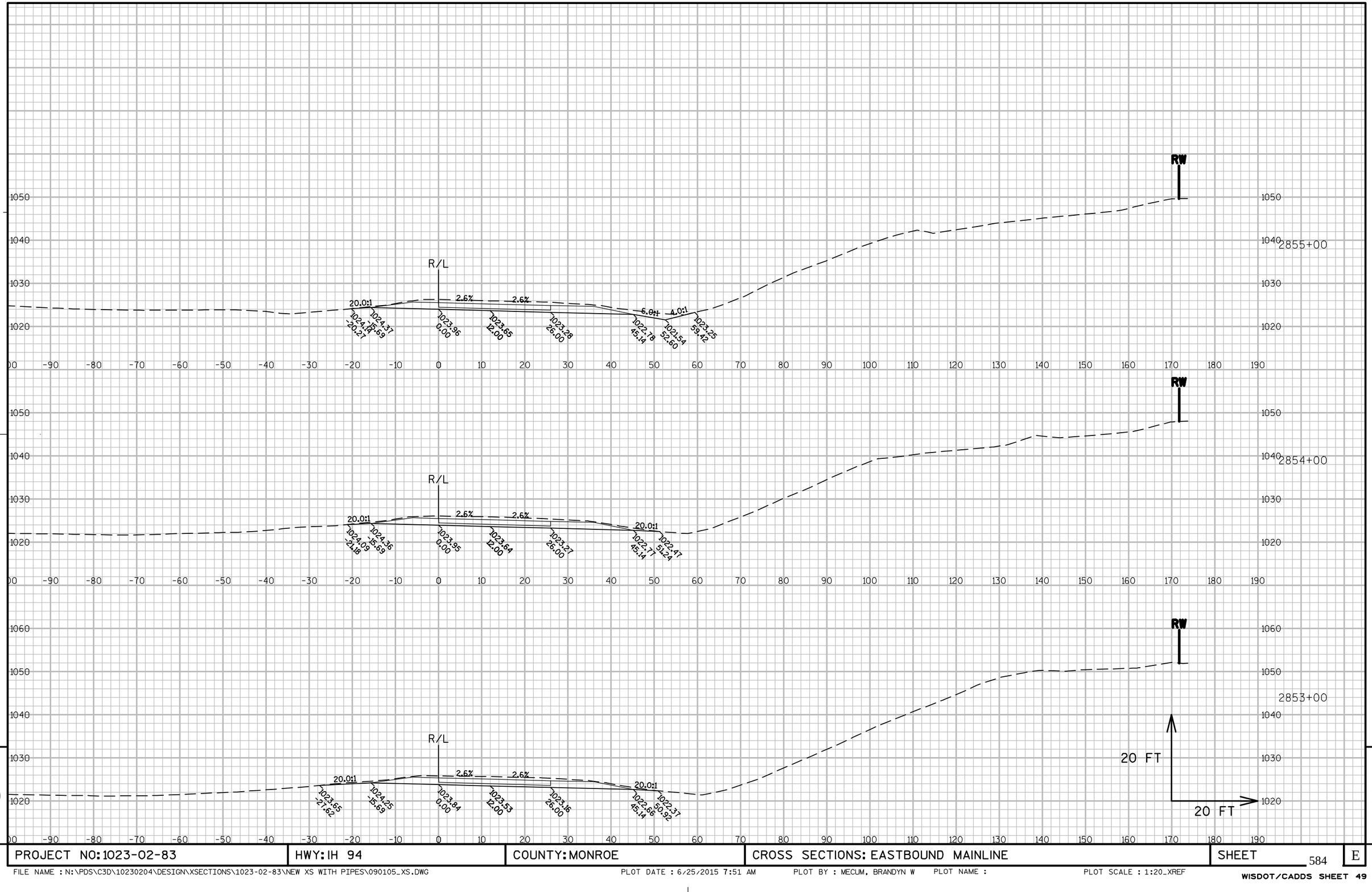


9

9

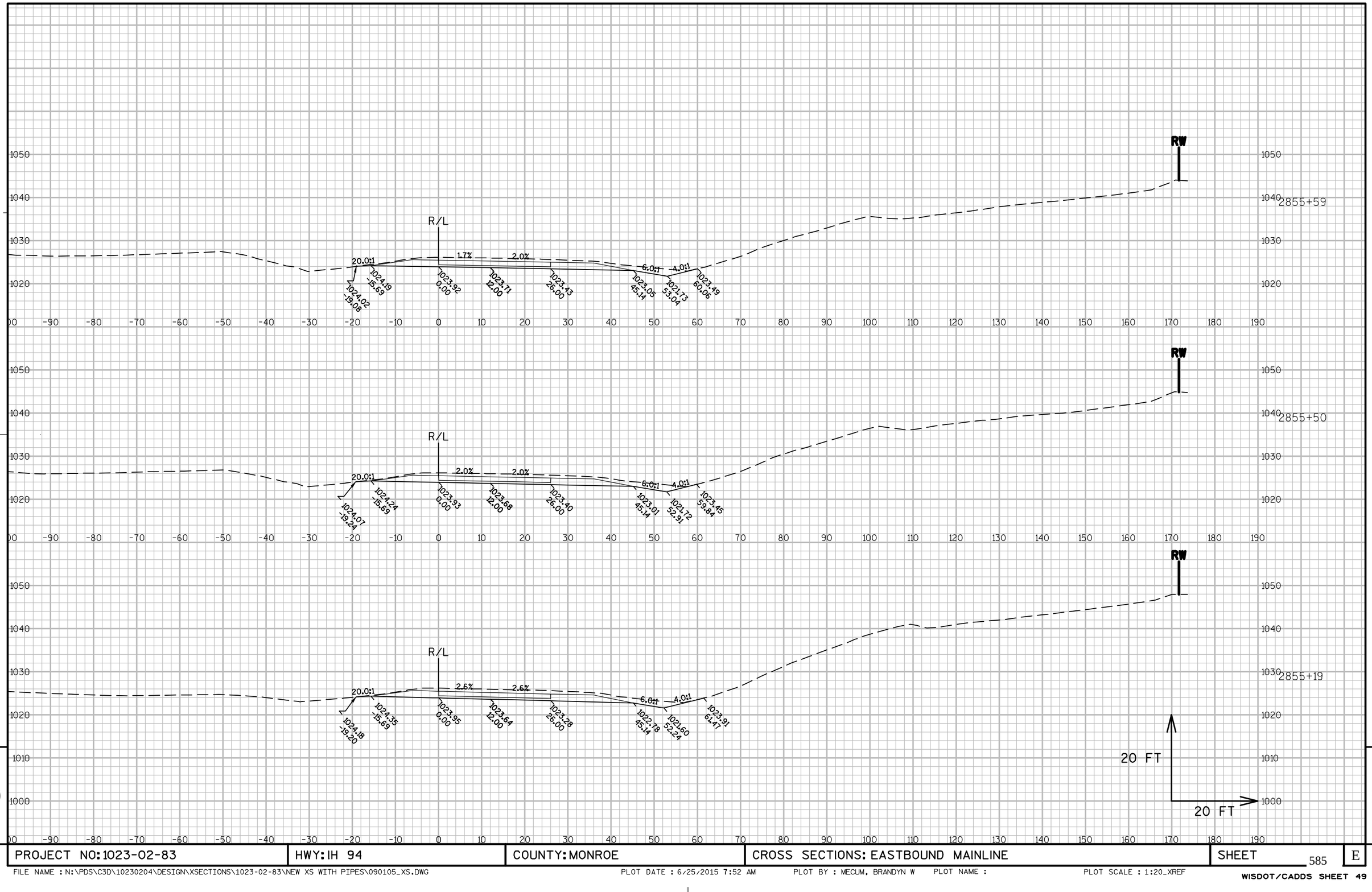
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 583	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090105_XS.DWG PLOT DATE : 6/25/2015 7:50 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



9 9

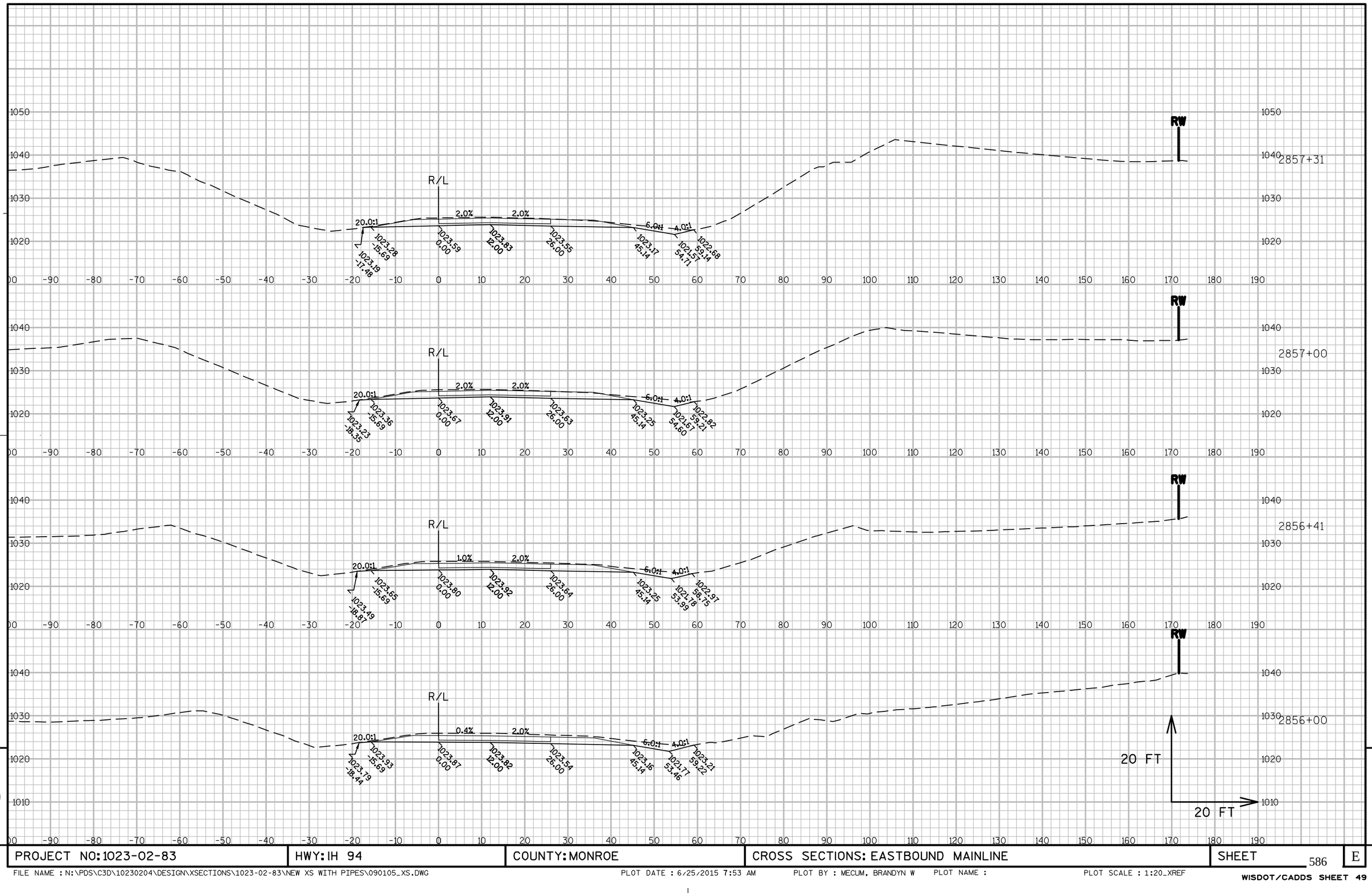
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 584	E



9

9

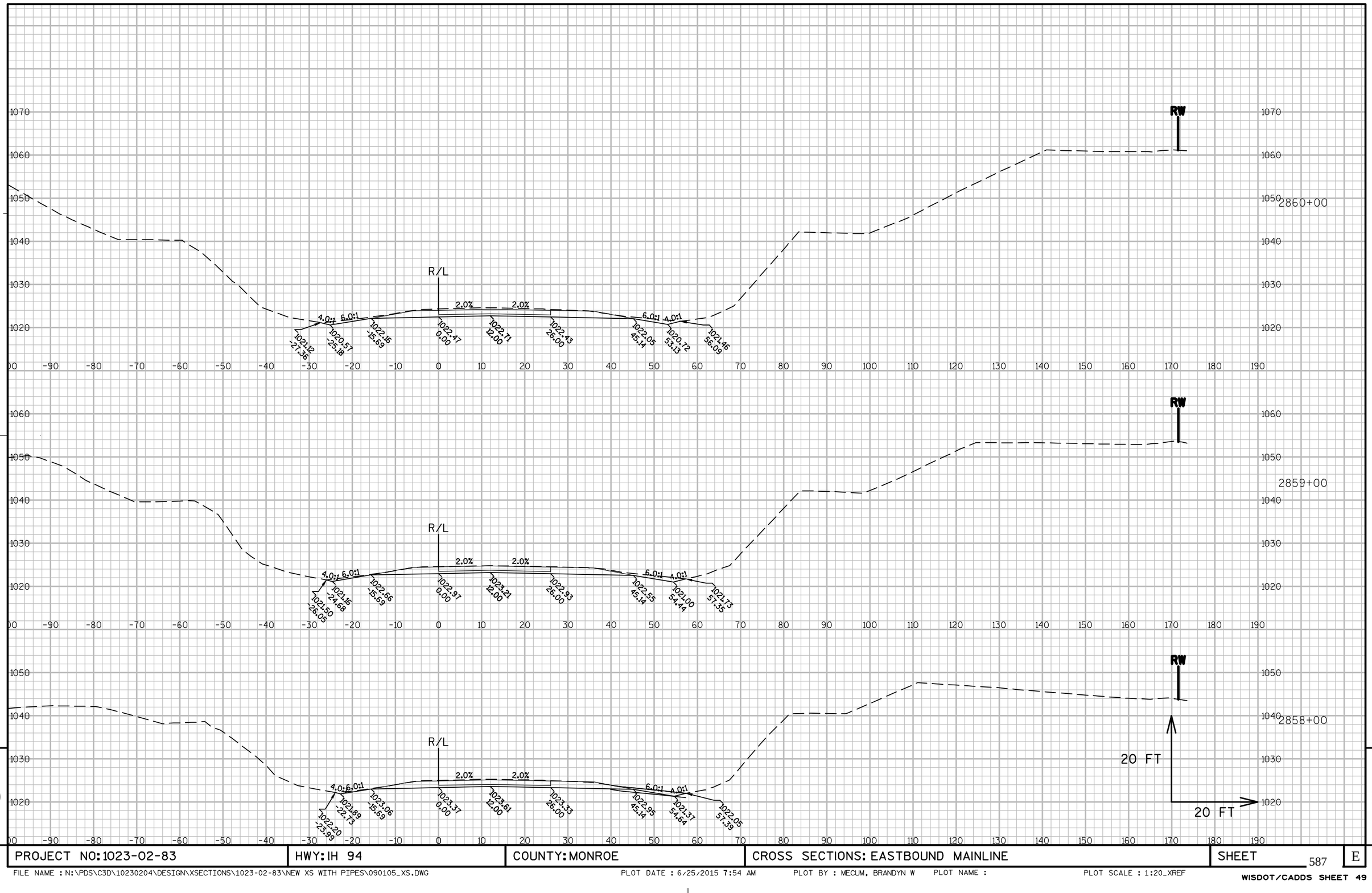
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 585	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 586	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090105_XS.DWG PLOT DATE : 6/25/2015 7:53 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

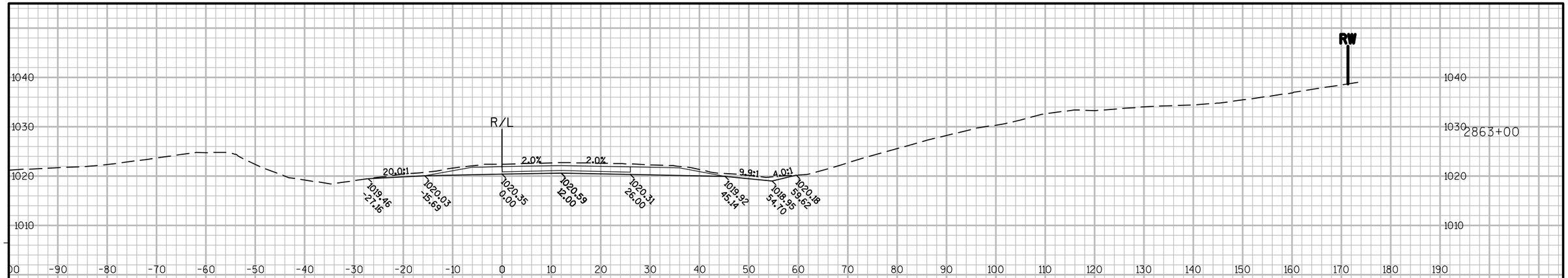
WISDOT/CADDS SHEET 49

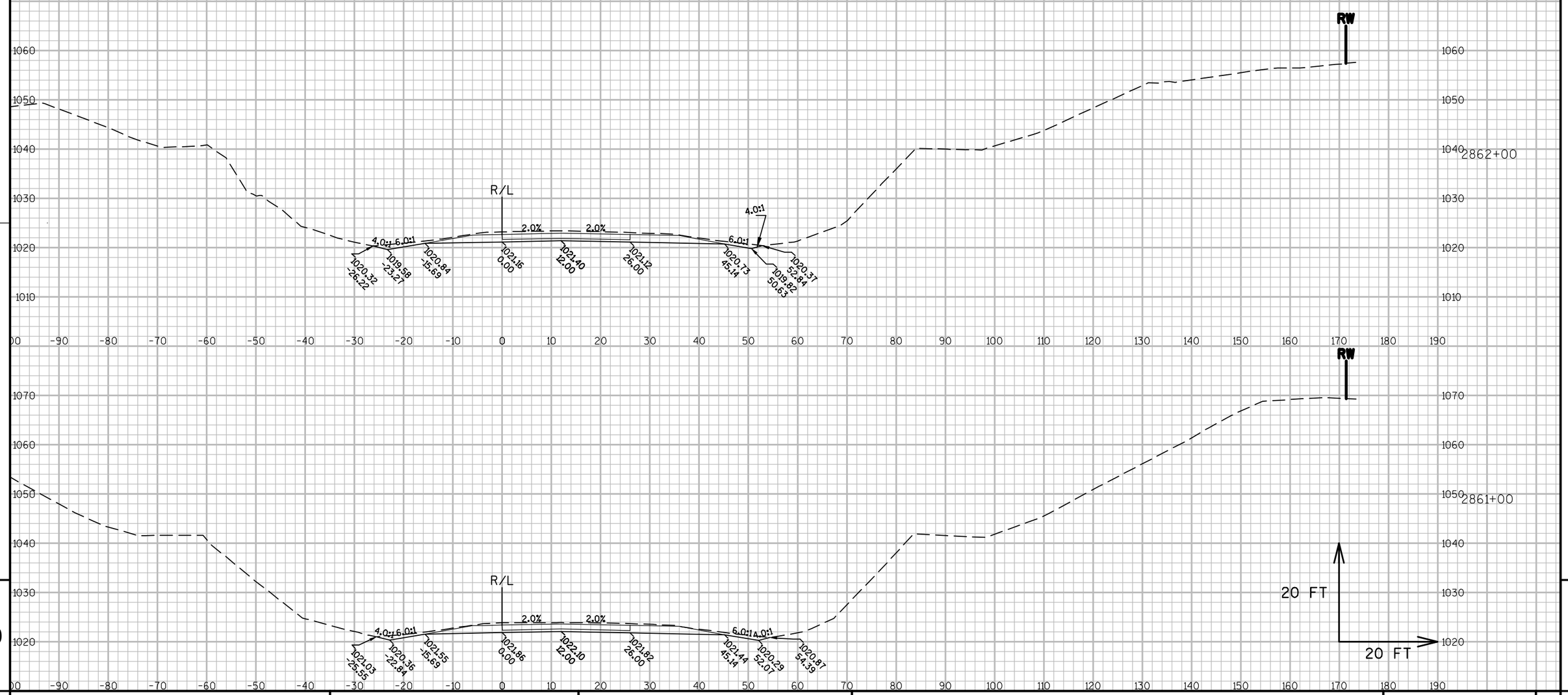


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 587	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090105_XS.DWG PLOT DATE : 6/25/2015 7:54 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

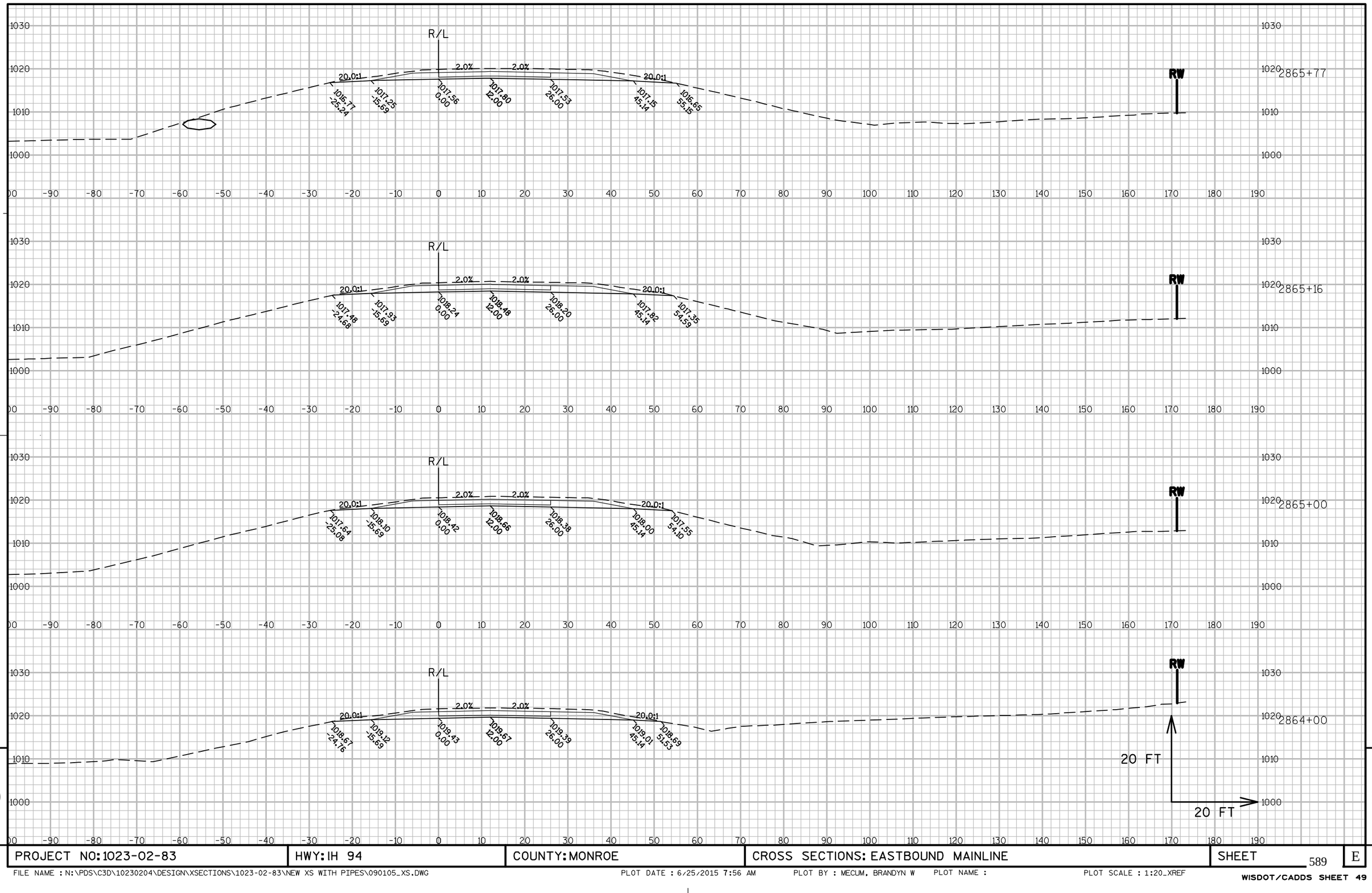
WISDOT/CADDS SHEET 49





PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 588	E

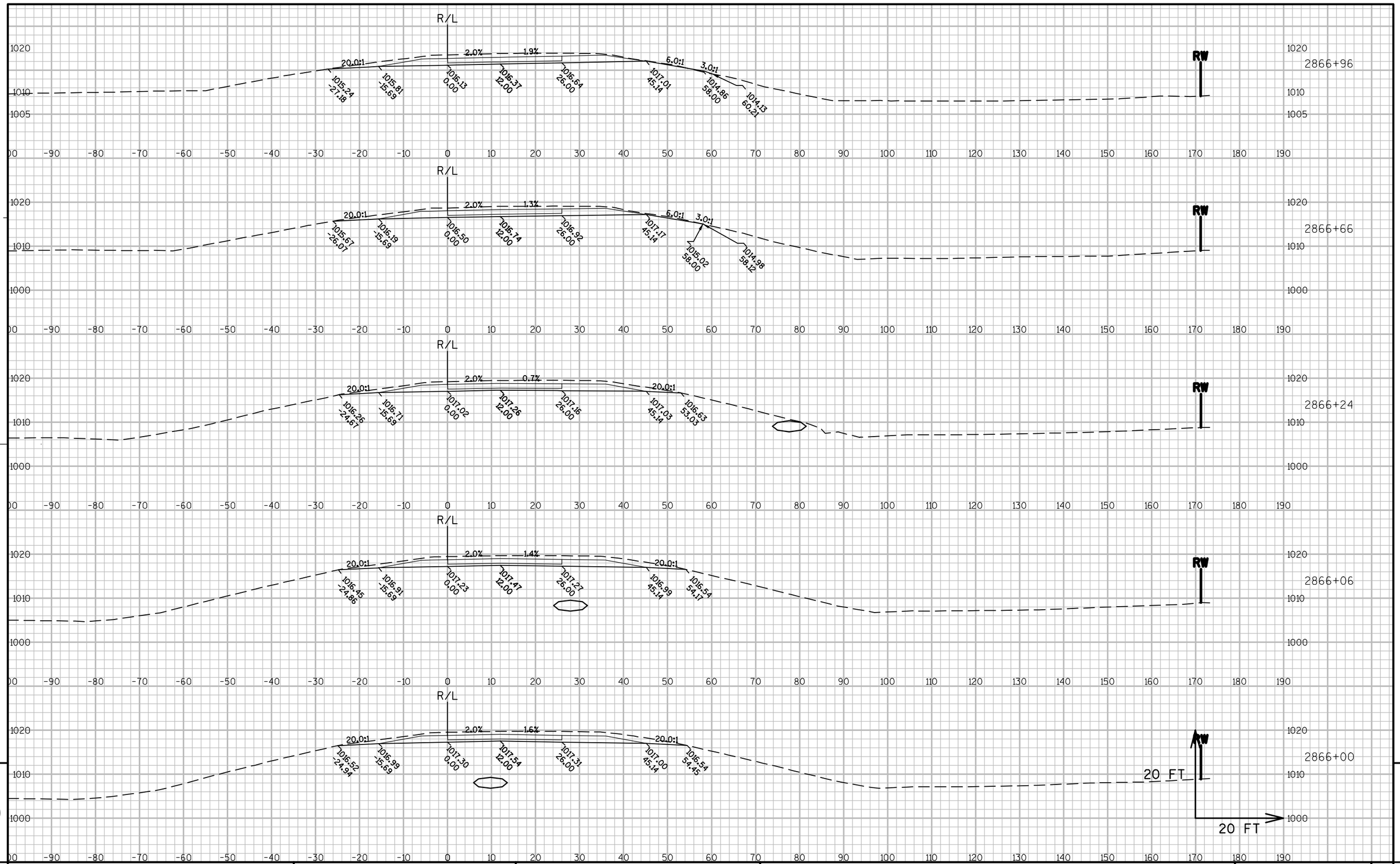
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090105_XS.DWG PLOT DATE : 6/25/2015 7:55 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF



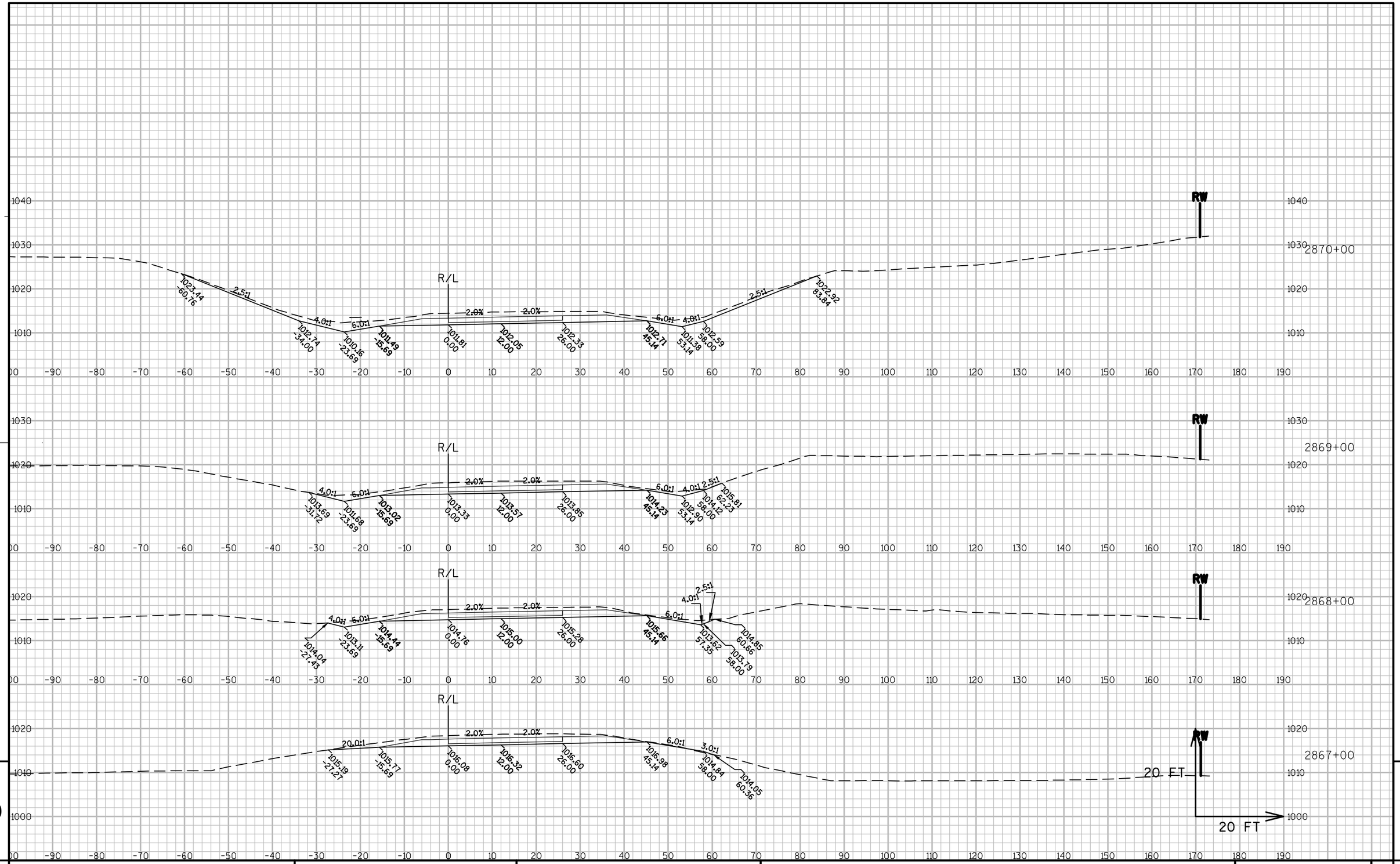
9

9

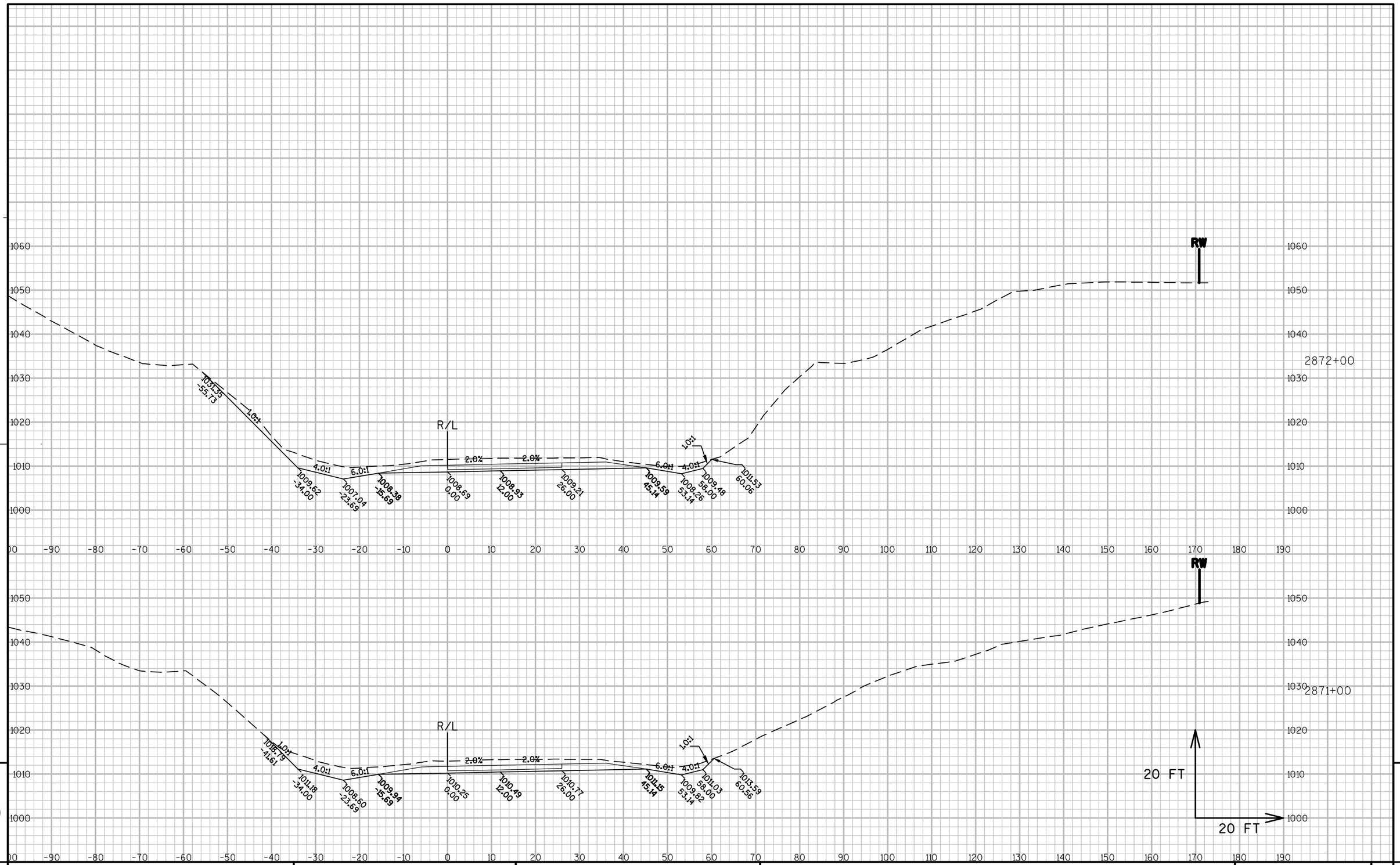
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 589	E



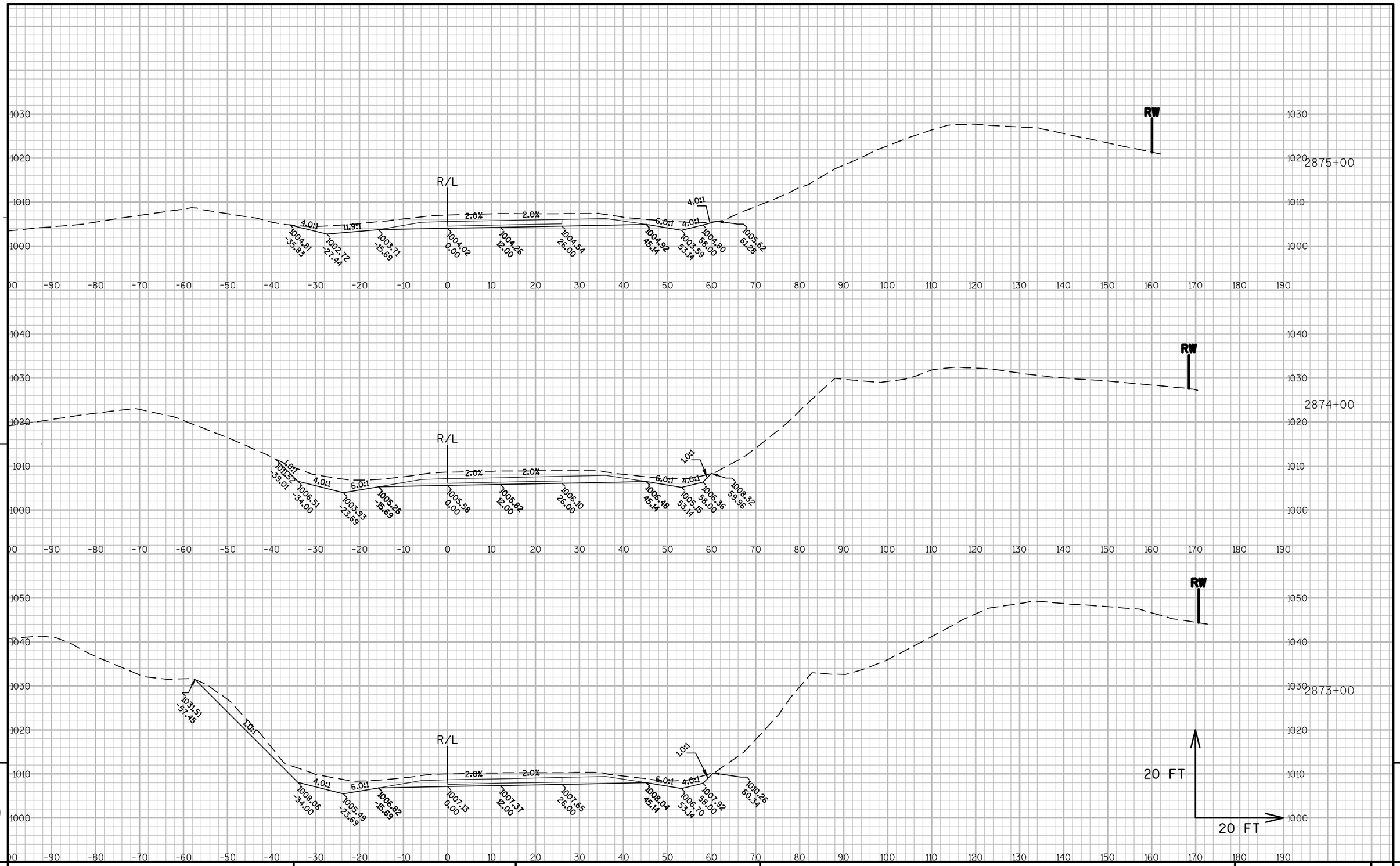
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 590	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 591	E



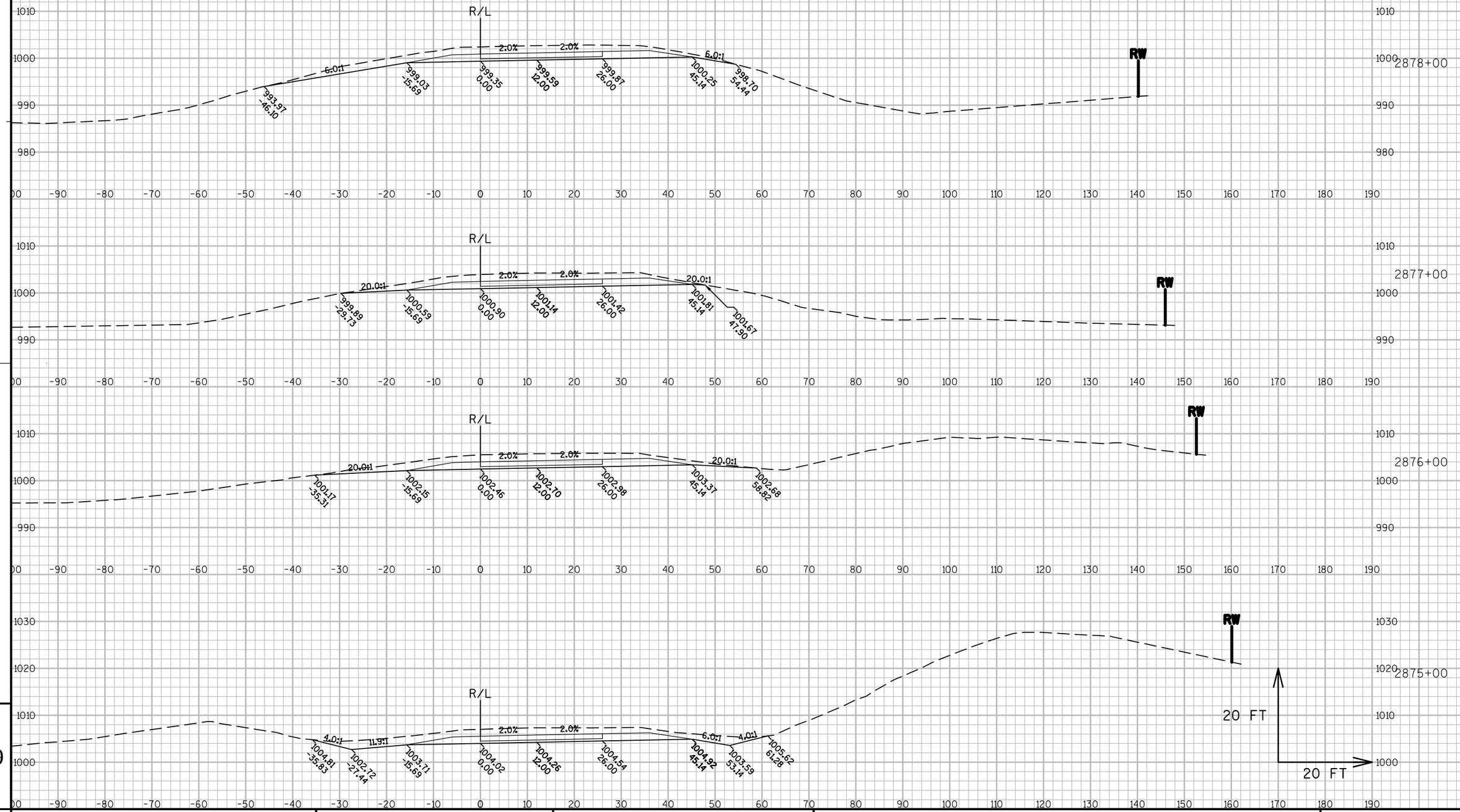
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 592	E



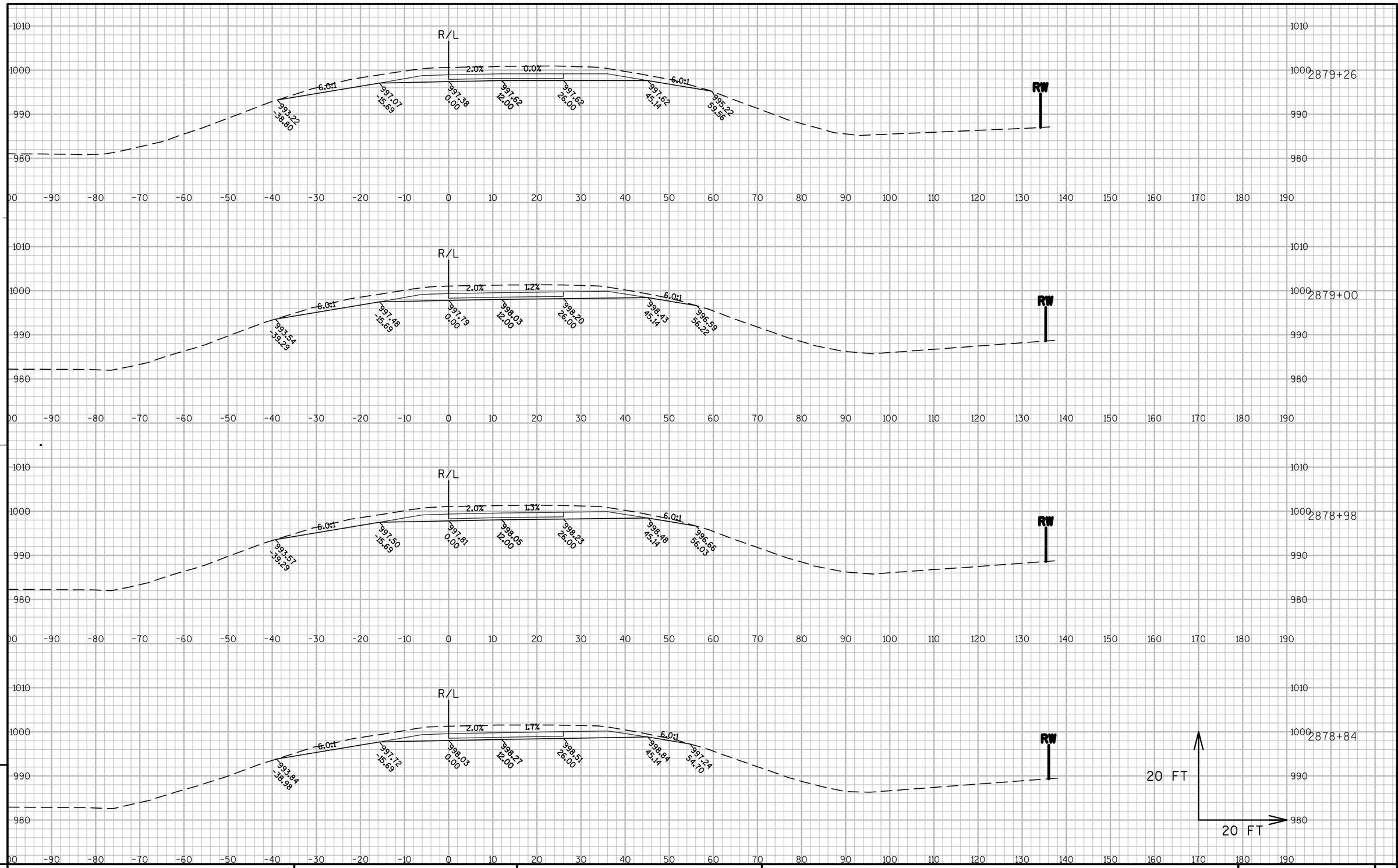
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 593	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090105_XS.DWG PLOT DATE : 6/25/2015 8:00 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



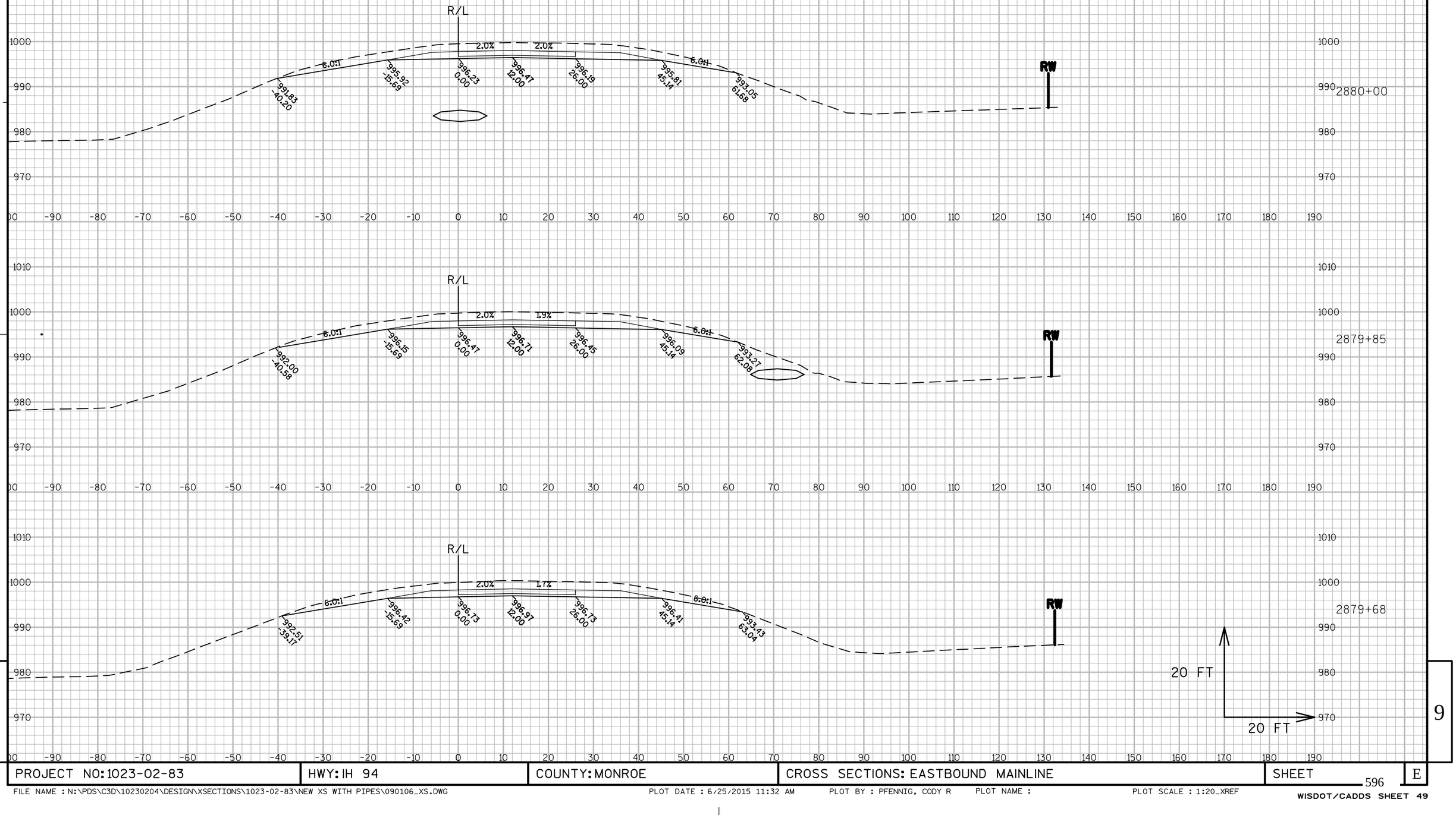
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET	E

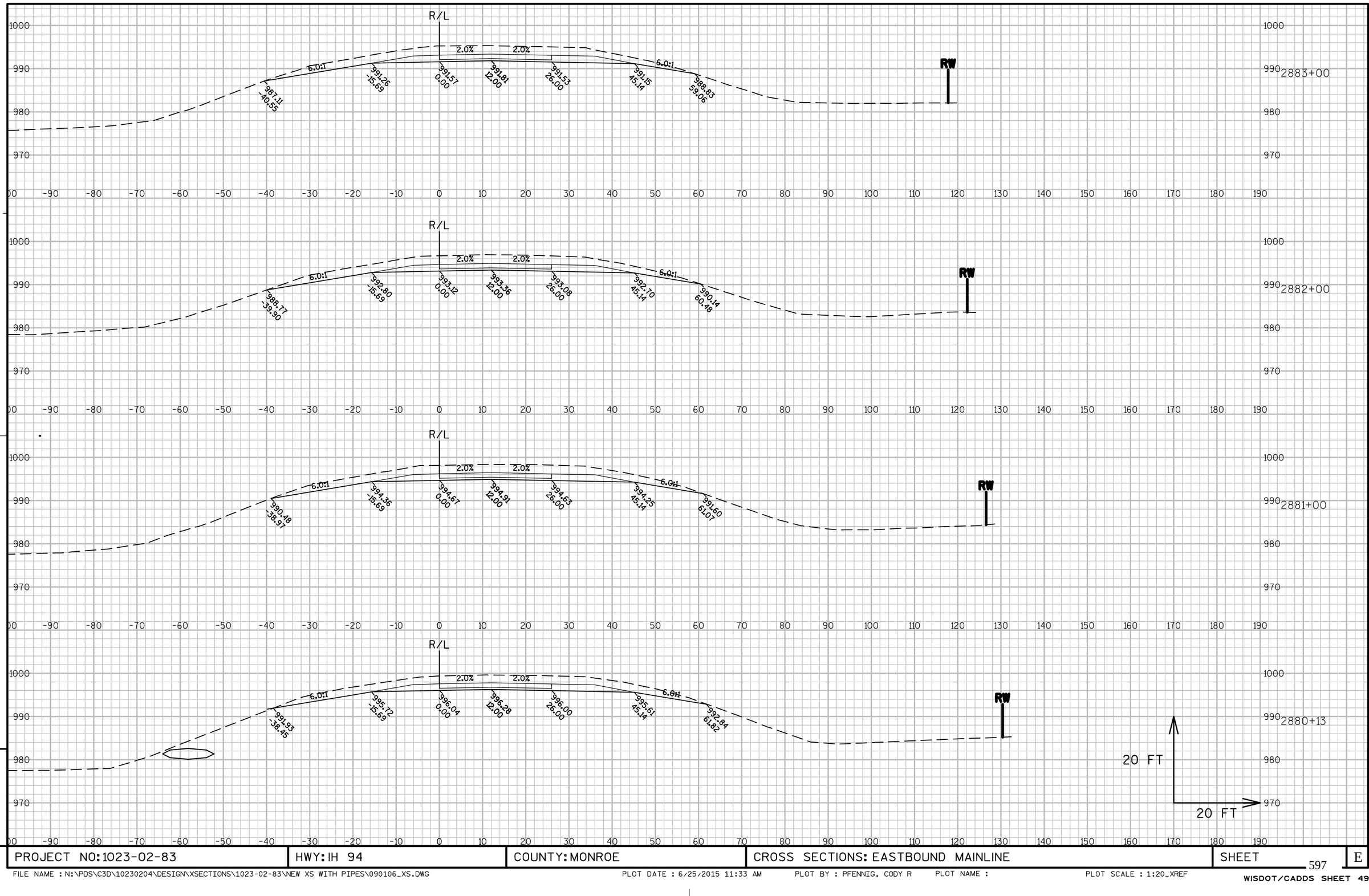
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090106_XS.DWG PLOT DATE : 6/25/2015 11:31 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



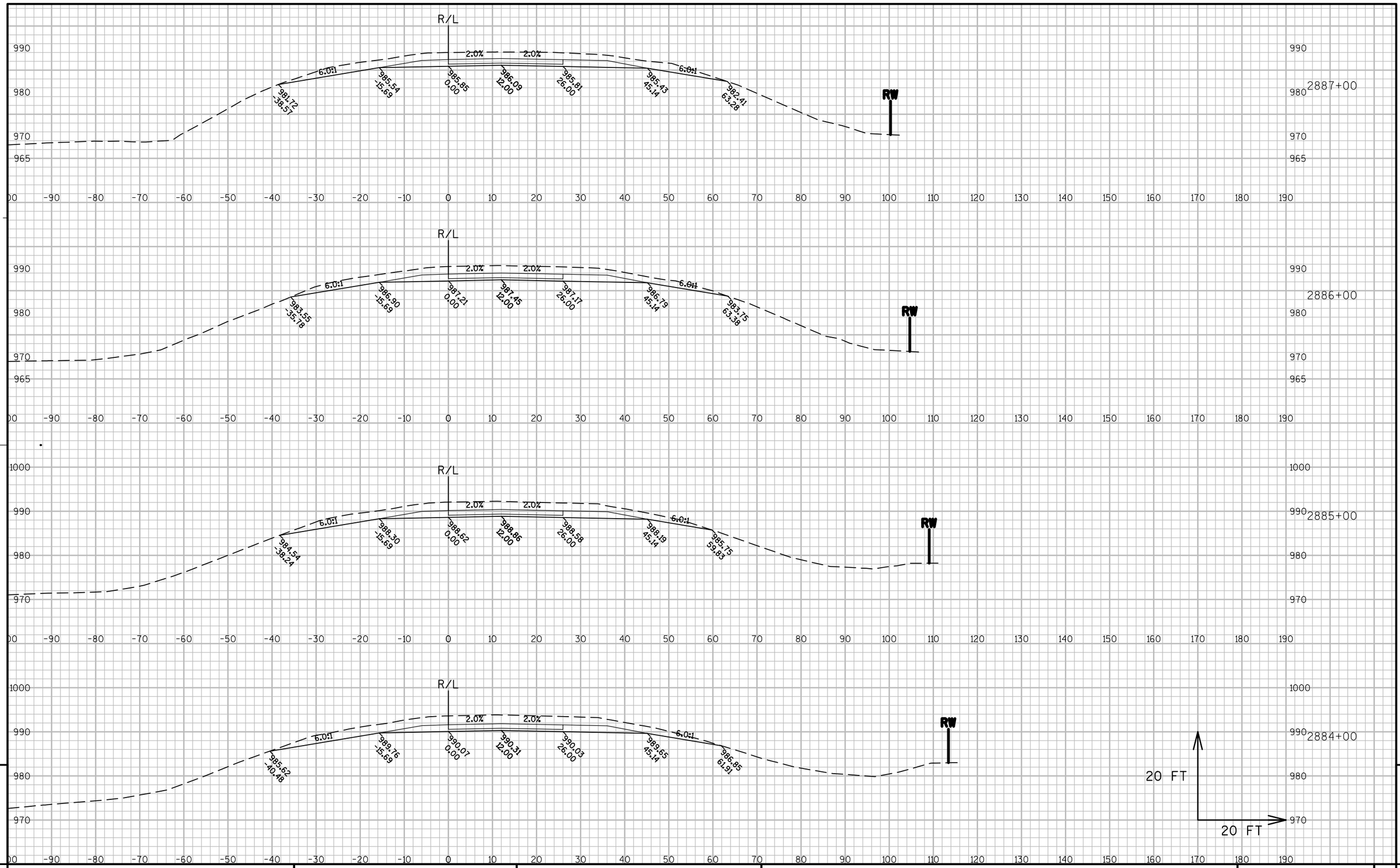
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090106_XS.DWG PLOT DATE : 6/25/2015 11:32 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF



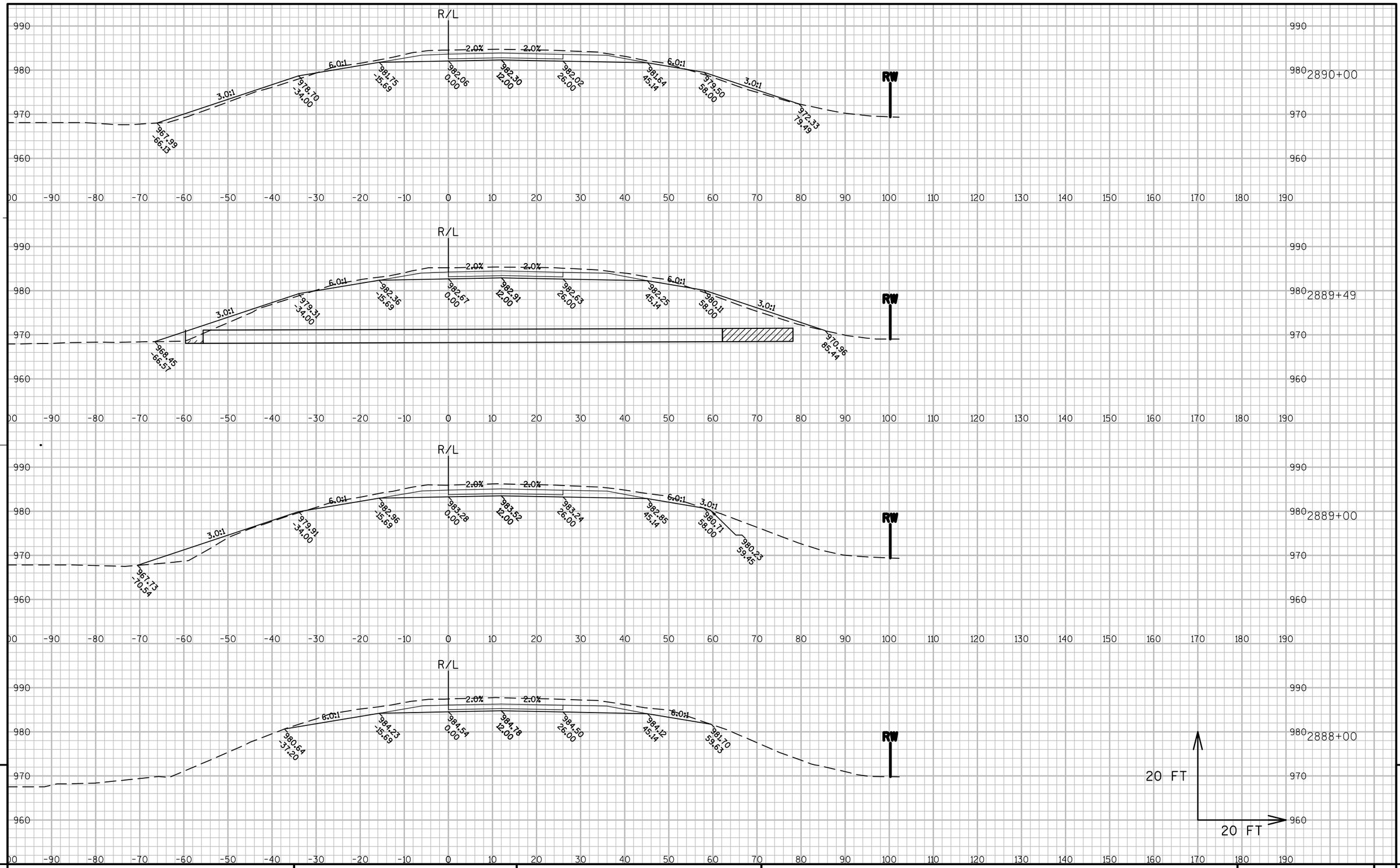
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090106_XS.DWG PLOT DATE : 6/25/2015 11:33 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF



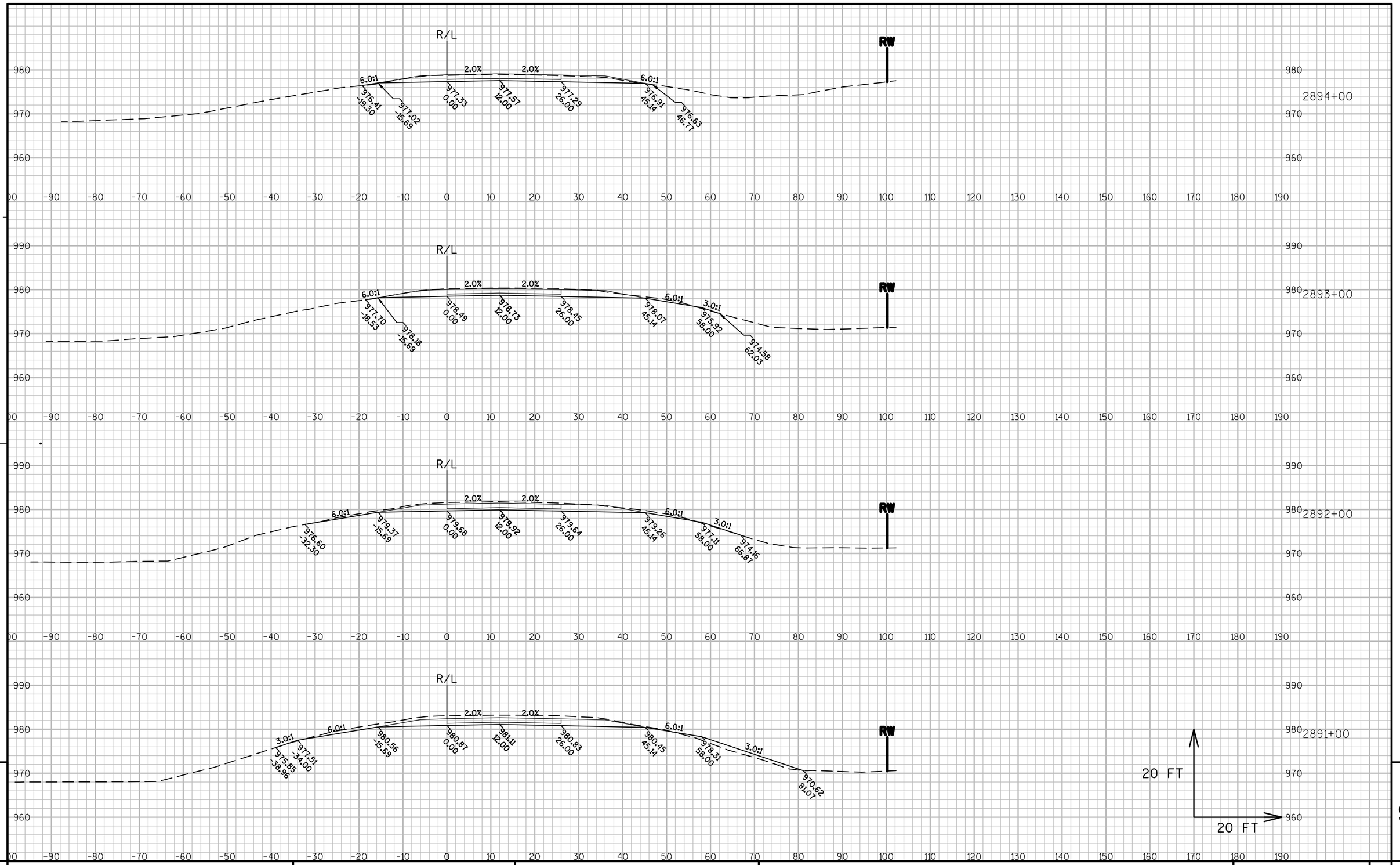
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090106_XS.DWG PLOT DATE : 6/25/2015 11:34 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49

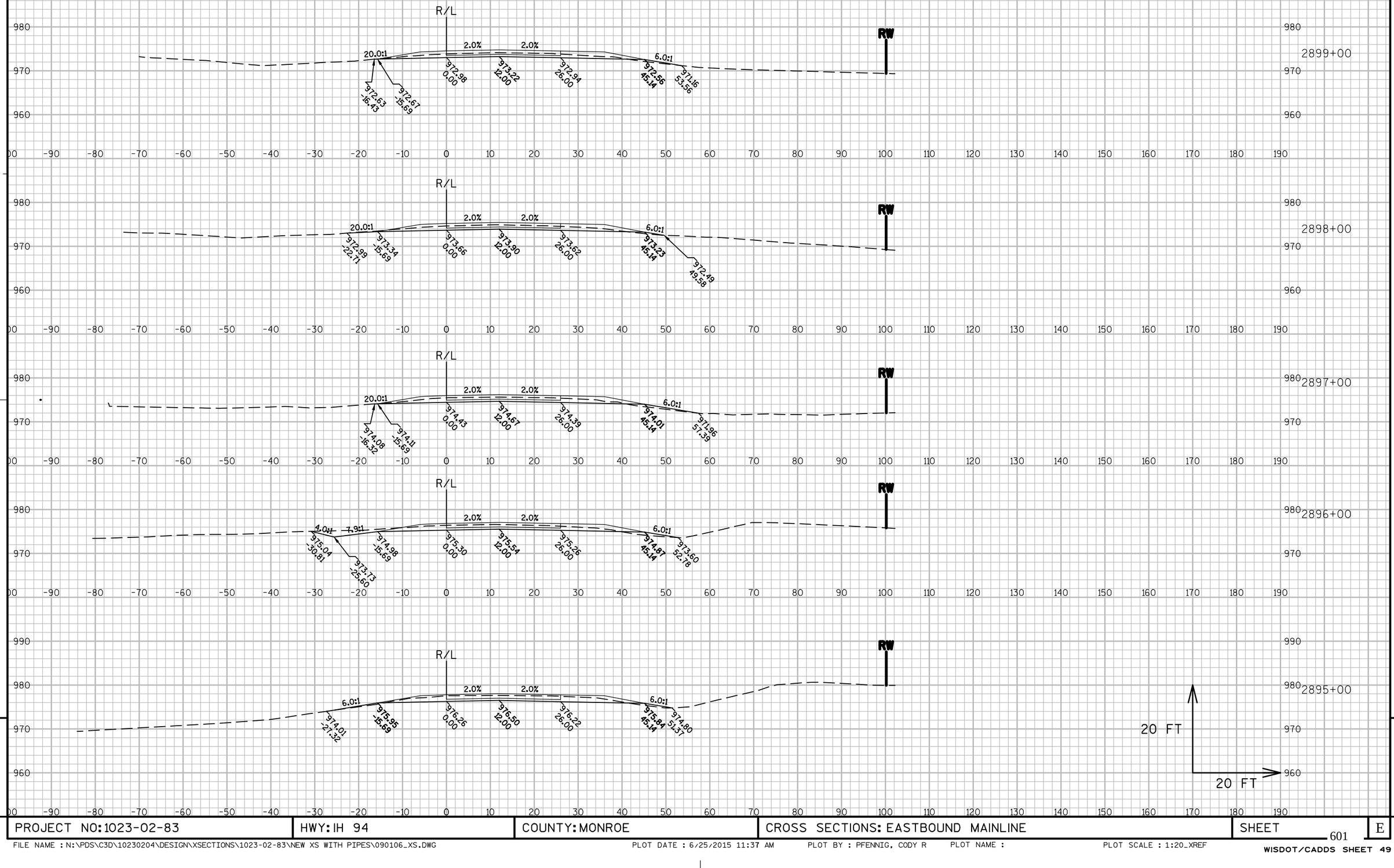


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET	E

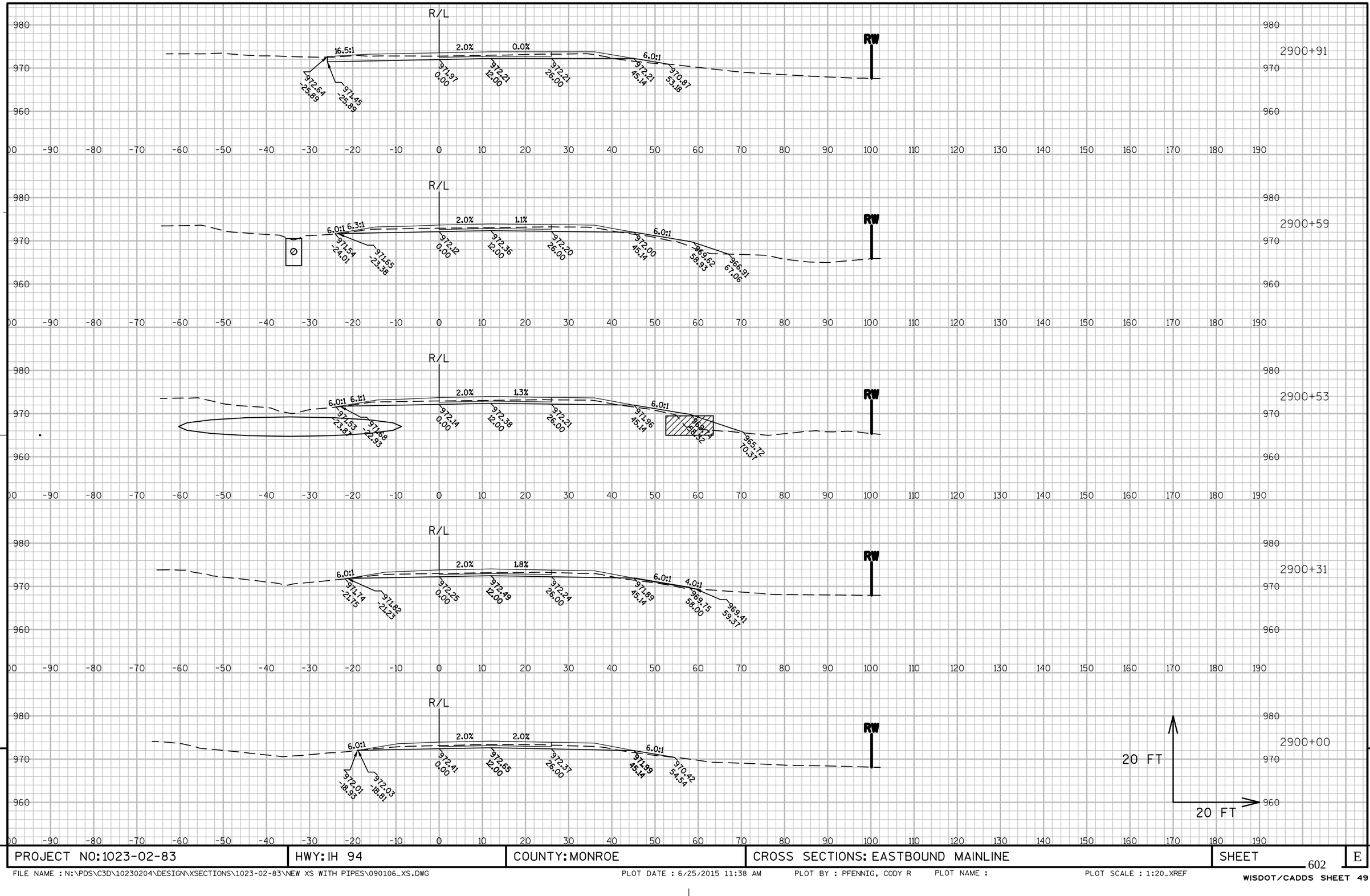
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090106_XS.DWG PLOT DATE : 6/25/2015 11:35 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 600	E



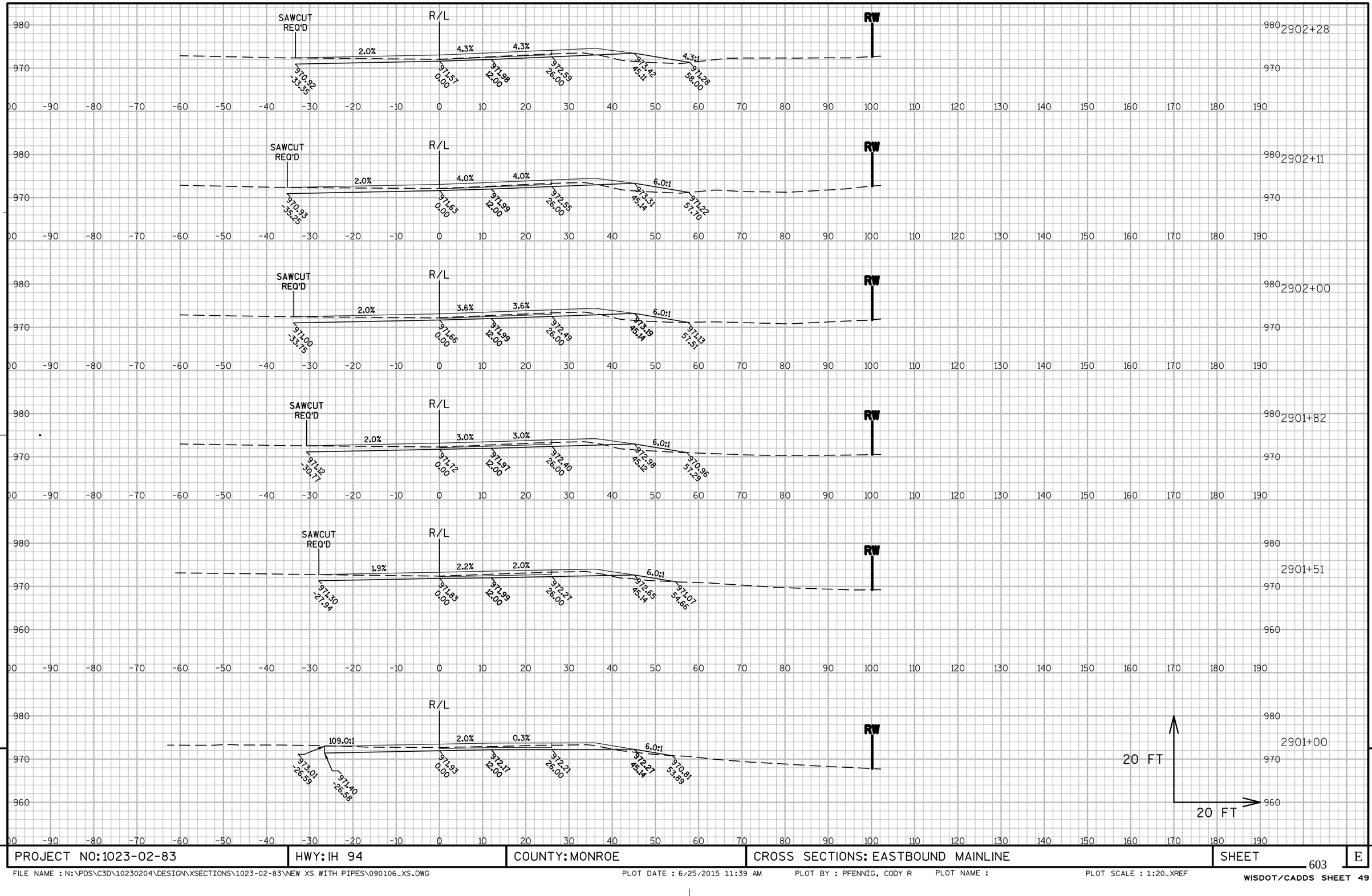
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 601	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 602	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090106_XS.DWG PLOT DATE : 6/25/2015 11:38 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF

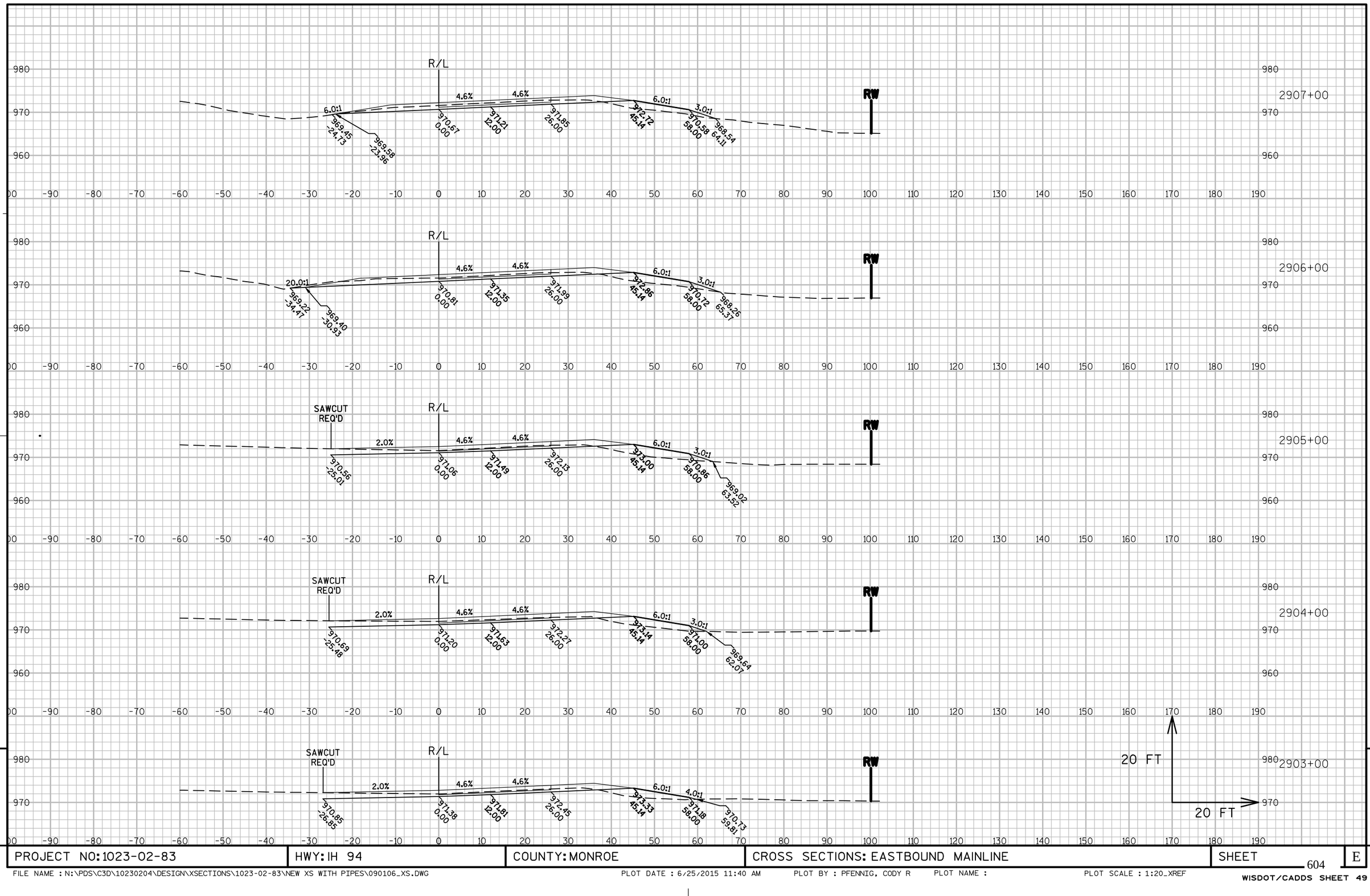
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 603	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090106_XS.DWG PLOT DATE : 6/25/2015 11:39 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

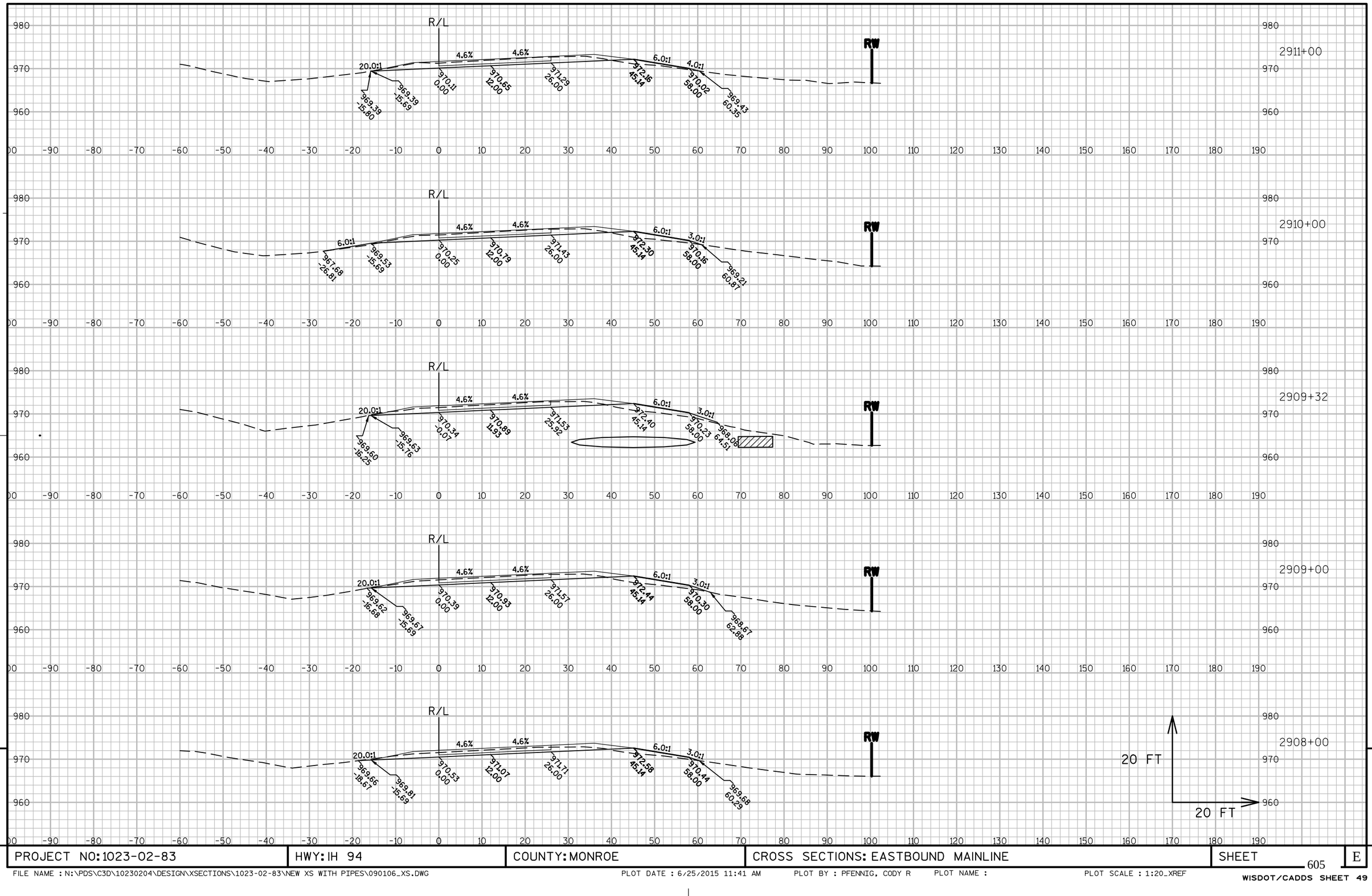


9

9

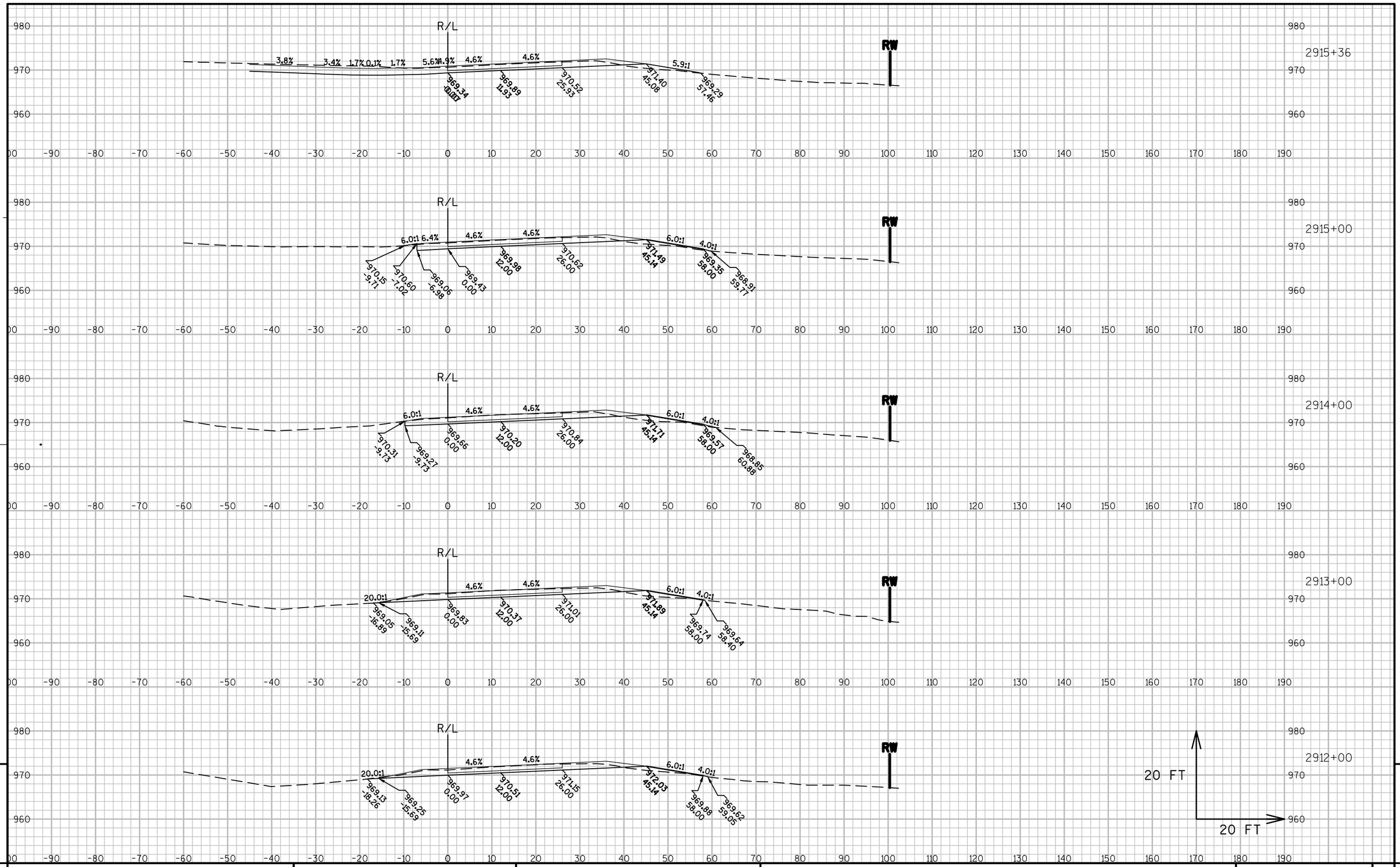
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 604	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090106_XS.DWG PLOT DATE : 6/25/2015 11:40 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF



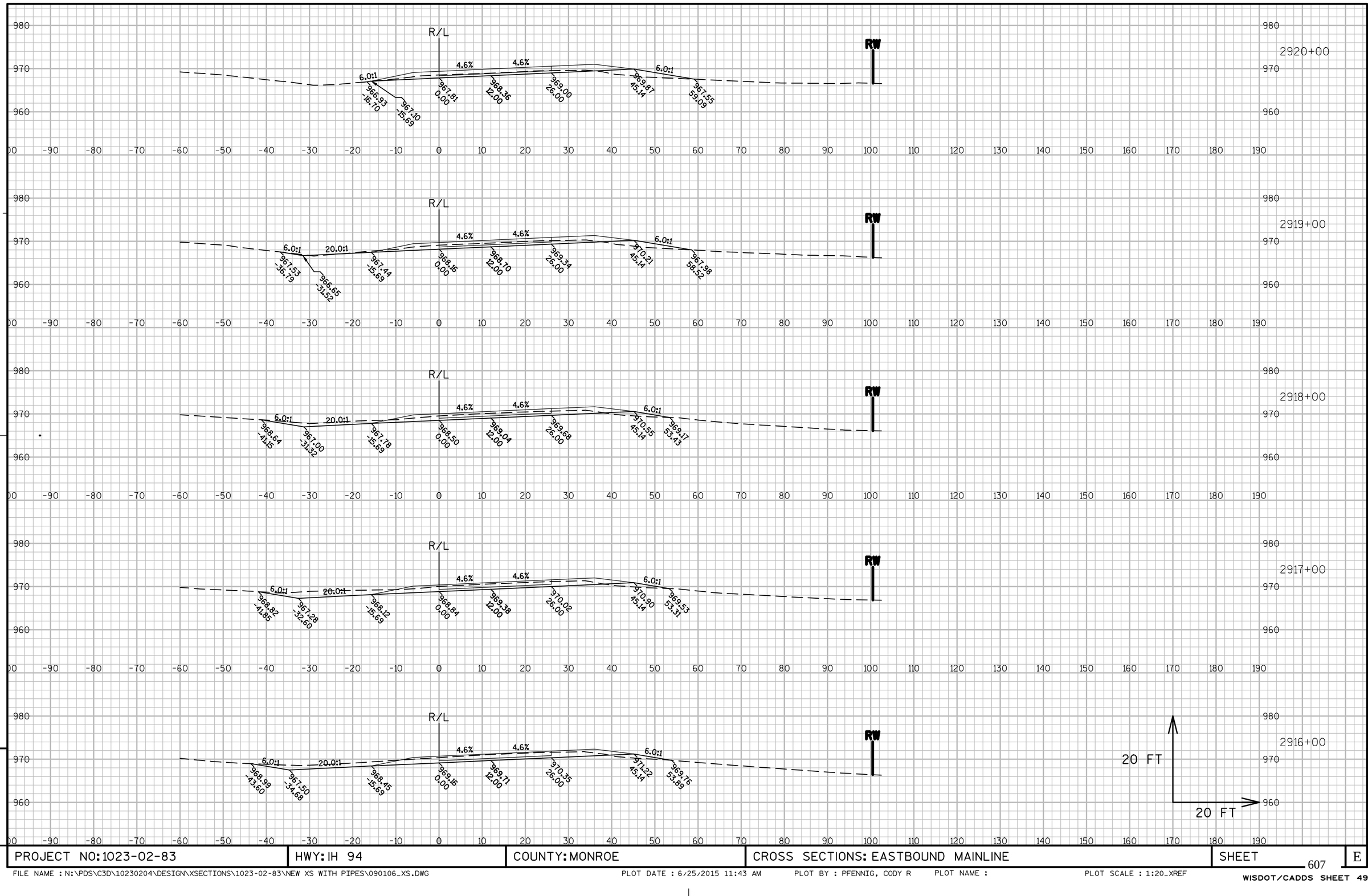
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 605	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090106_XS.DWG PLOT DATE : 6/25/2015 11:41 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090106_XS.DWG PLOT DATE : 6/25/2015 11:42 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF

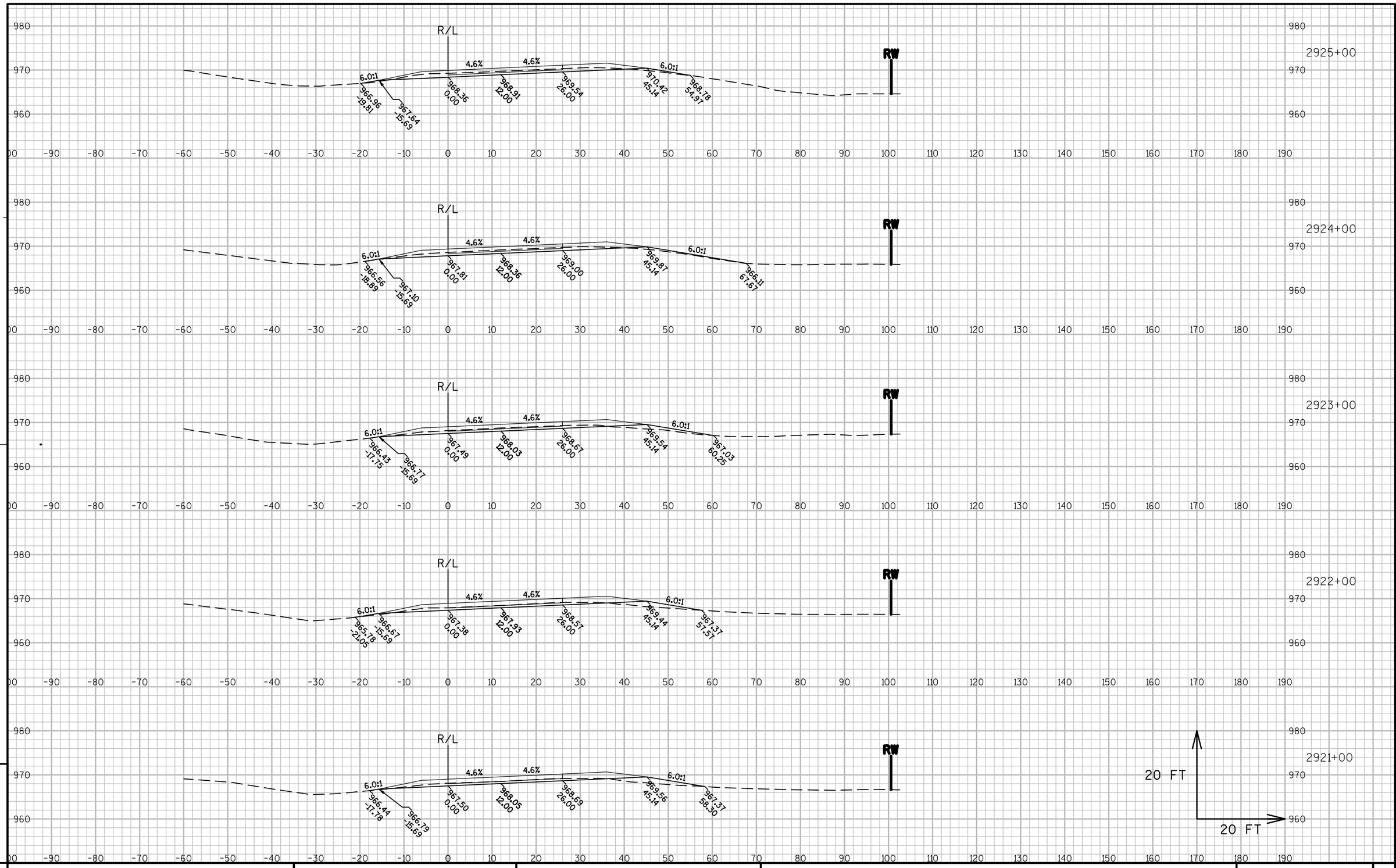


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 607	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090106_XS.DWG PLOT DATE : 6/25/2015 11:43 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF

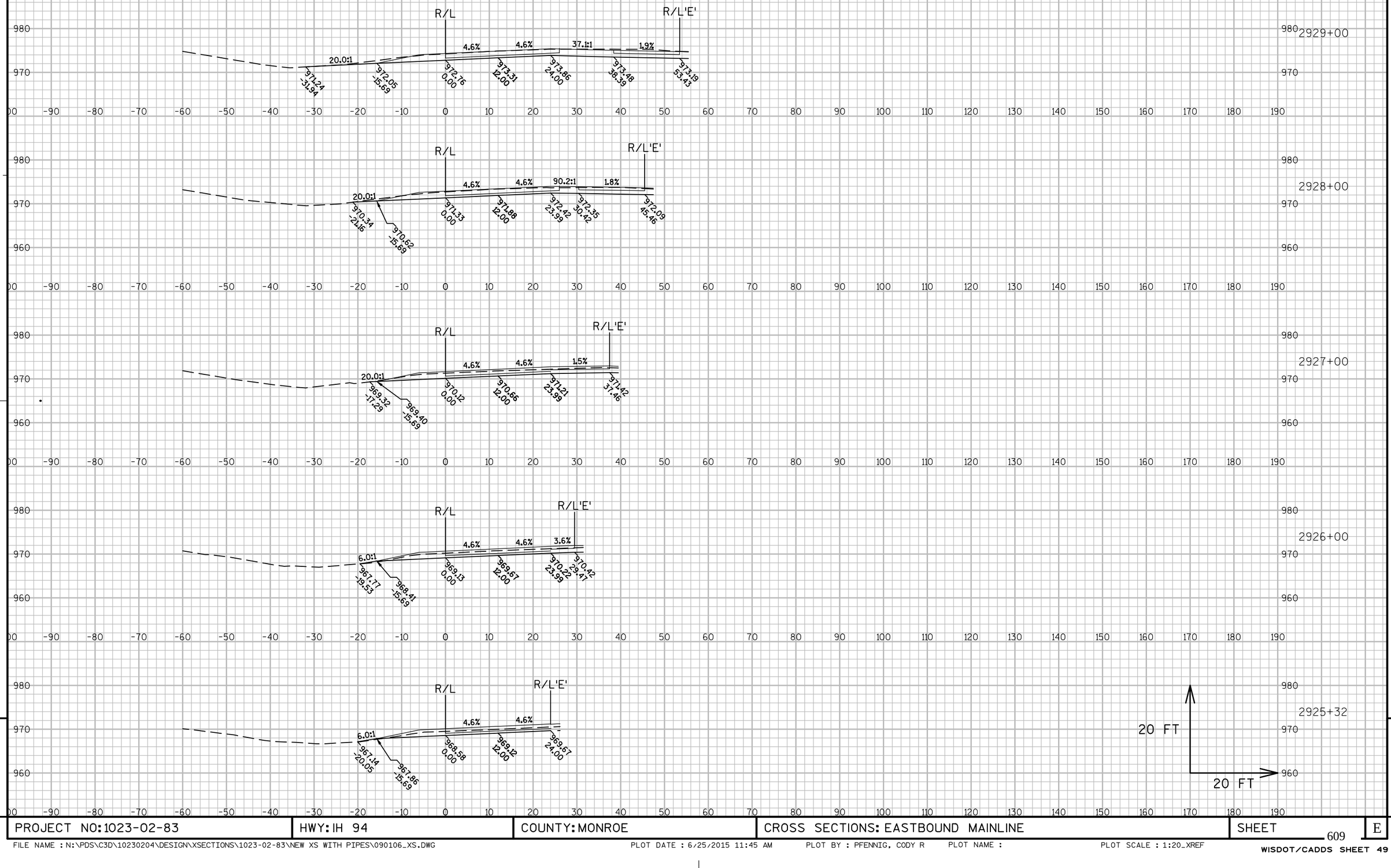


9 9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 608	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090106_XS.DWG PLOT DATE : 6/25/2015 11:44 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

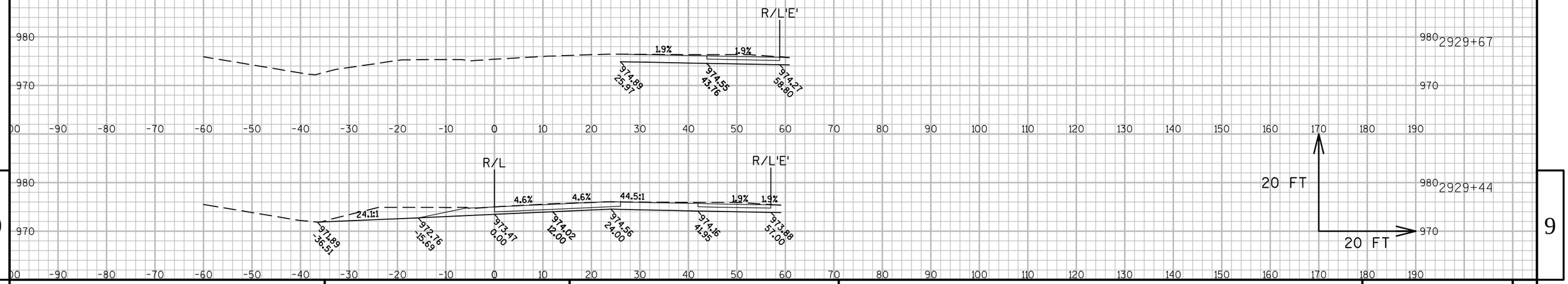


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 609	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090106_XS.DWG PLOT DATE : 6/25/2015 11:45 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF

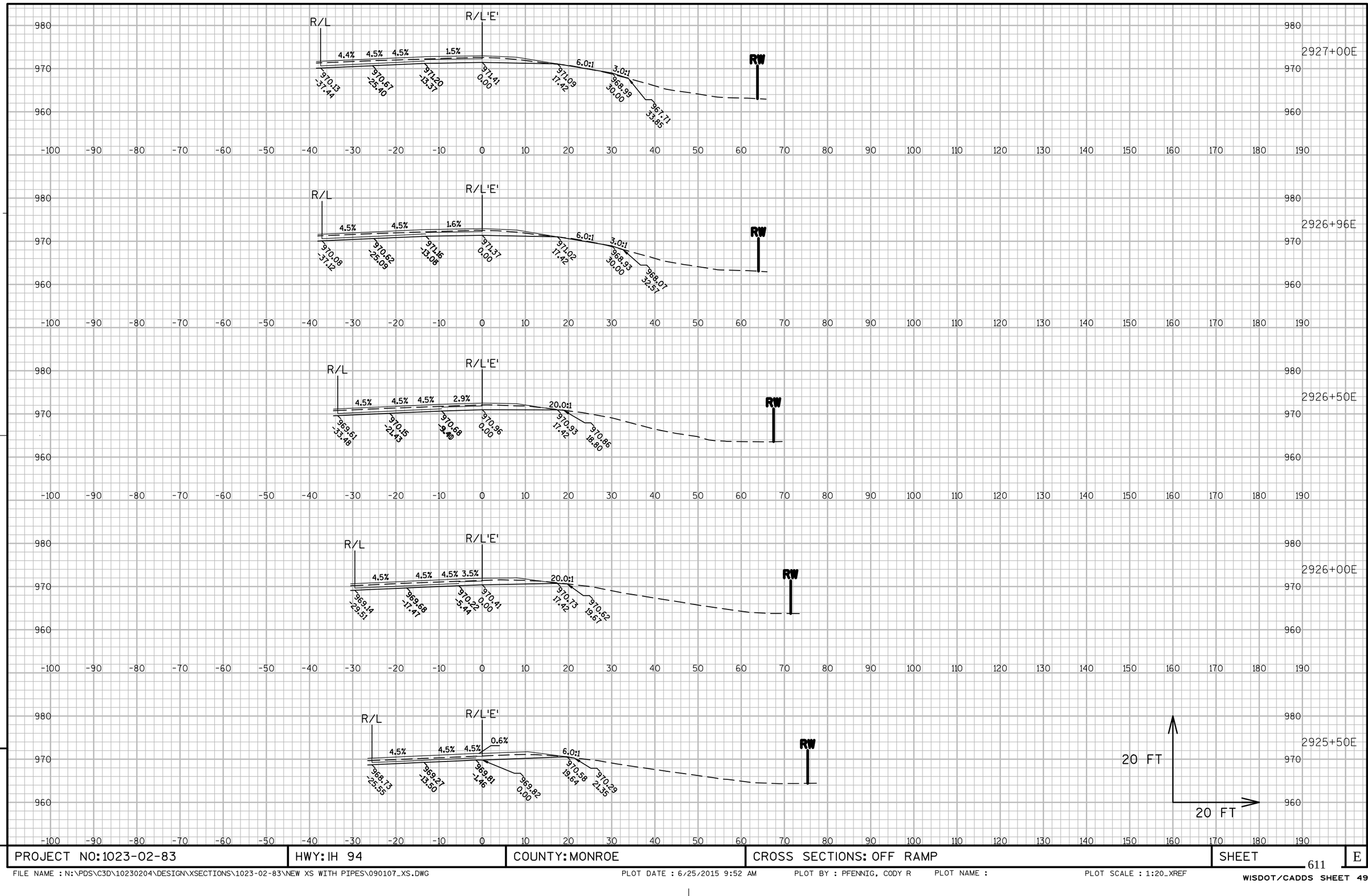


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND MAINLINE	SHEET 610	E

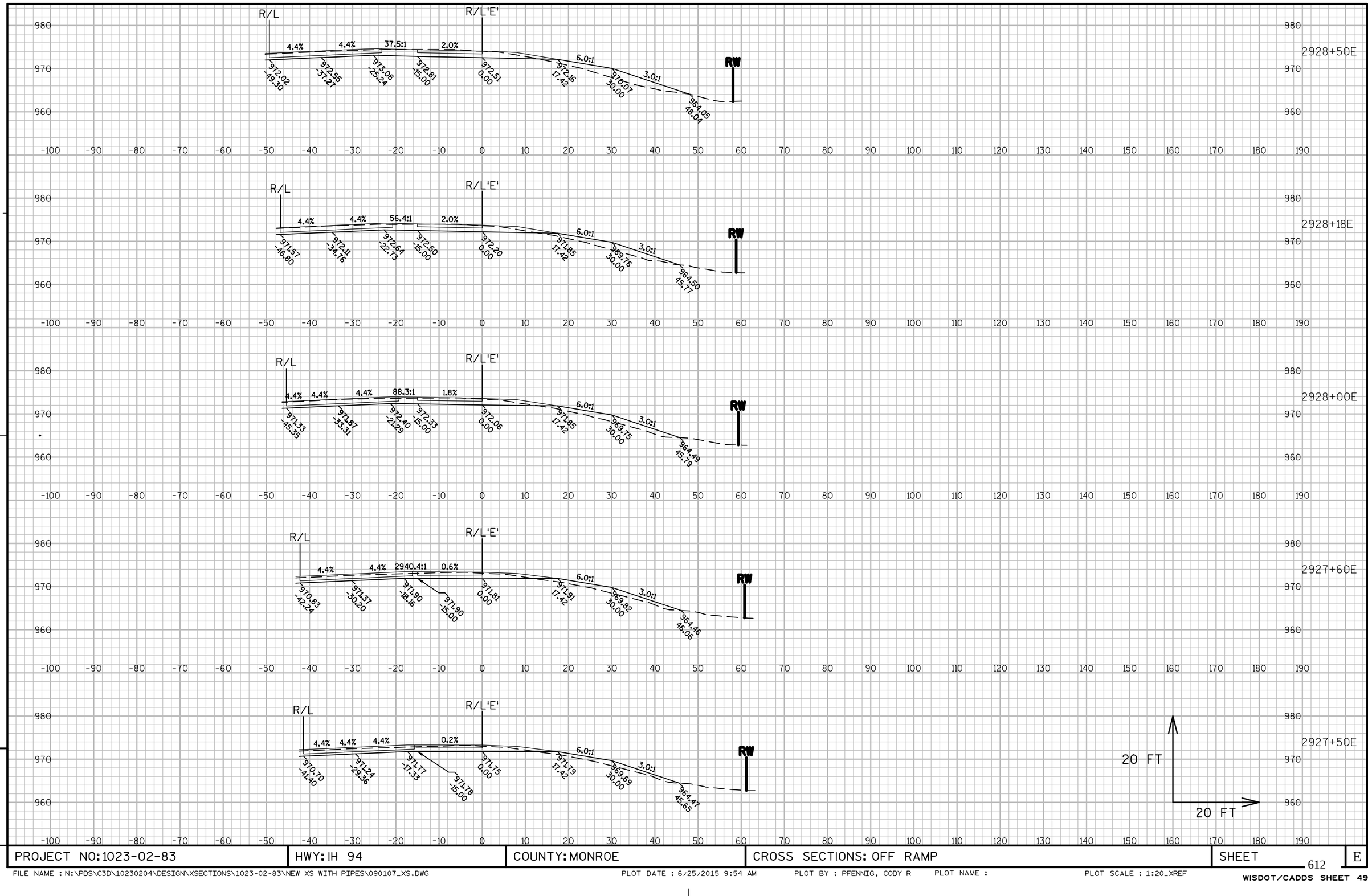
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090106_XS.DWG PLOT DATE : 6/25/2015 11:46 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF



9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: OFF RAMP	SHEET 611	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: OFF RAMP	SHEET	E

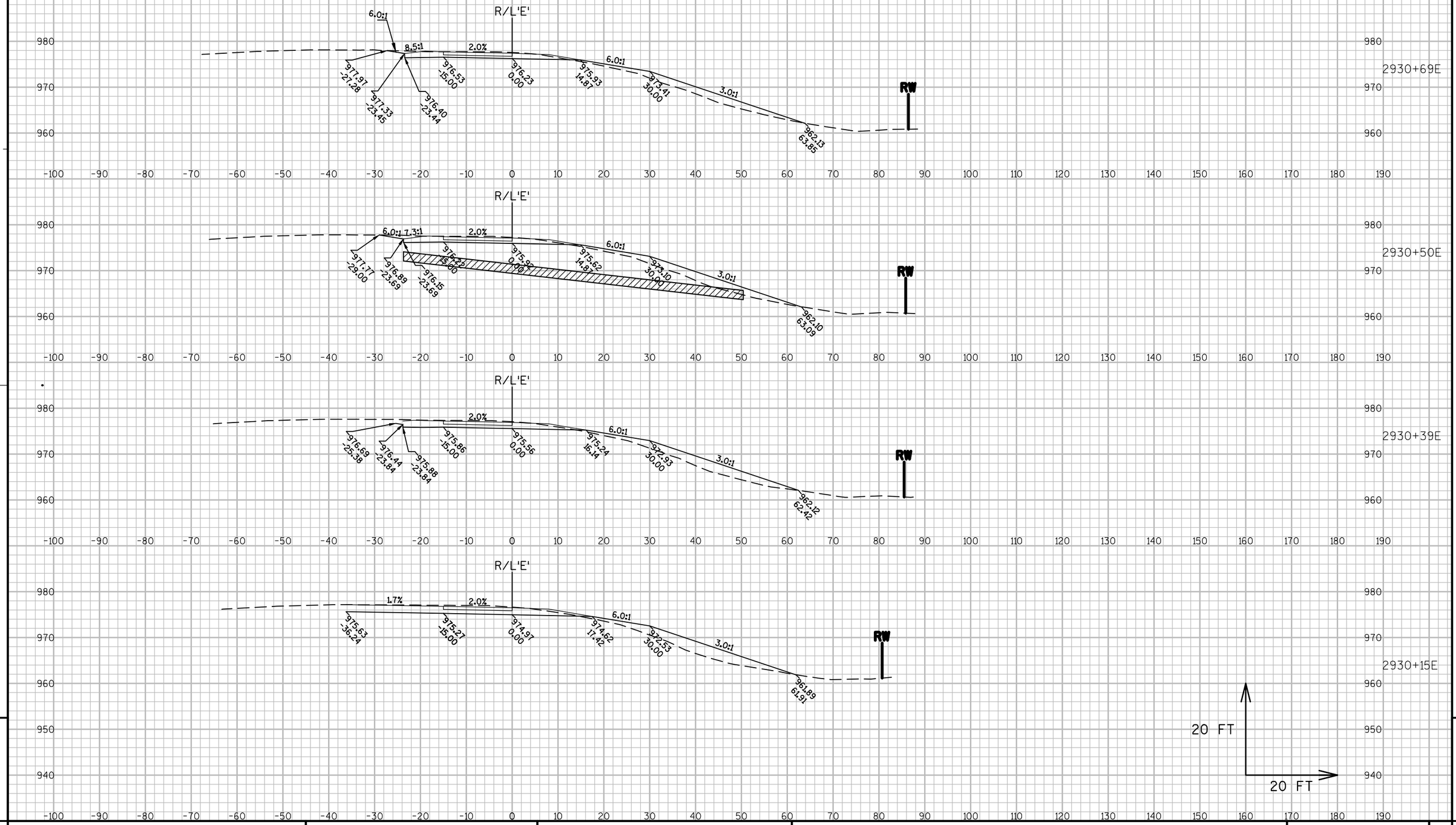
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090107_XS.DWG PLOT DATE : 6/25/2015 9:54 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

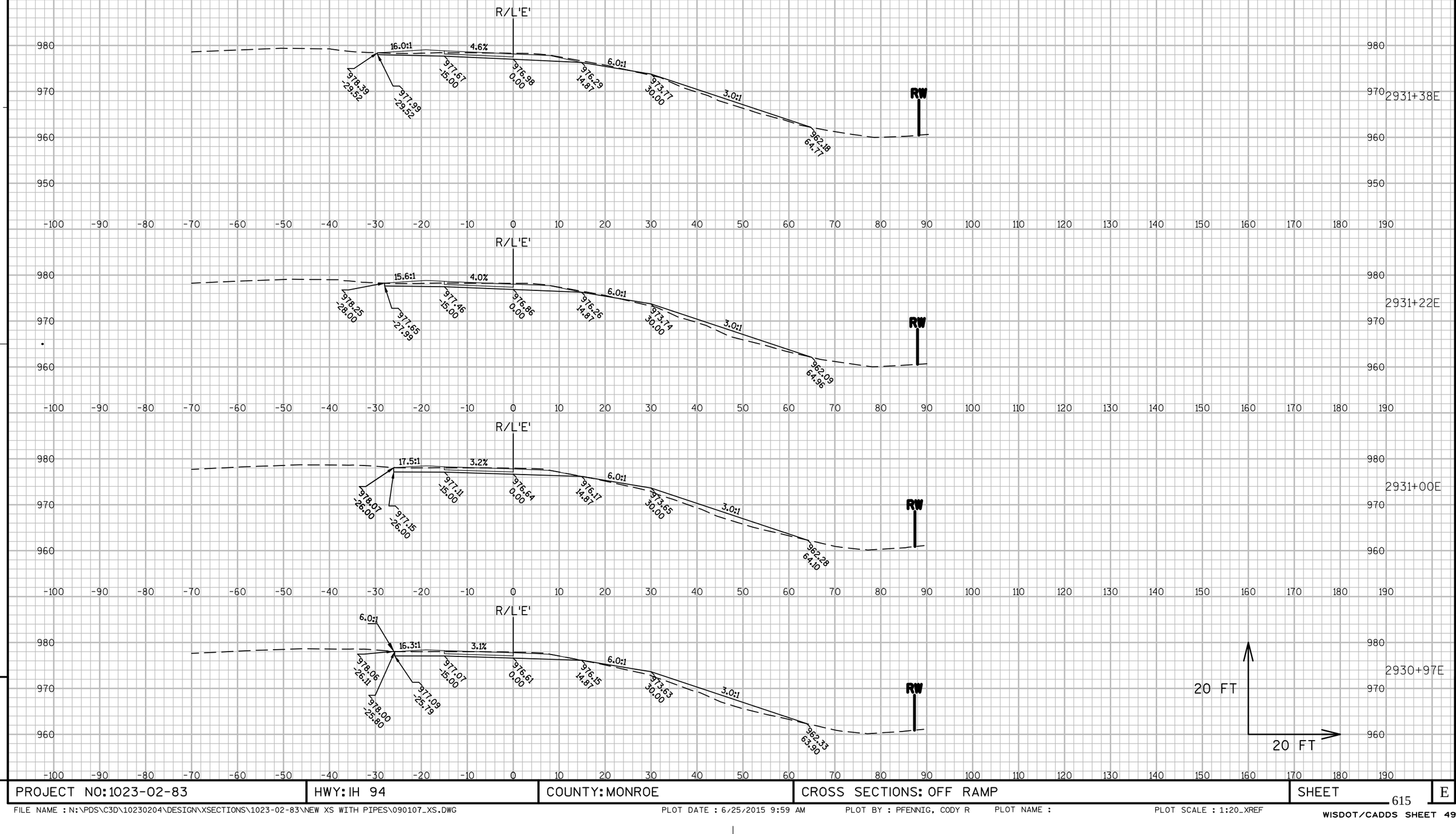
9

9

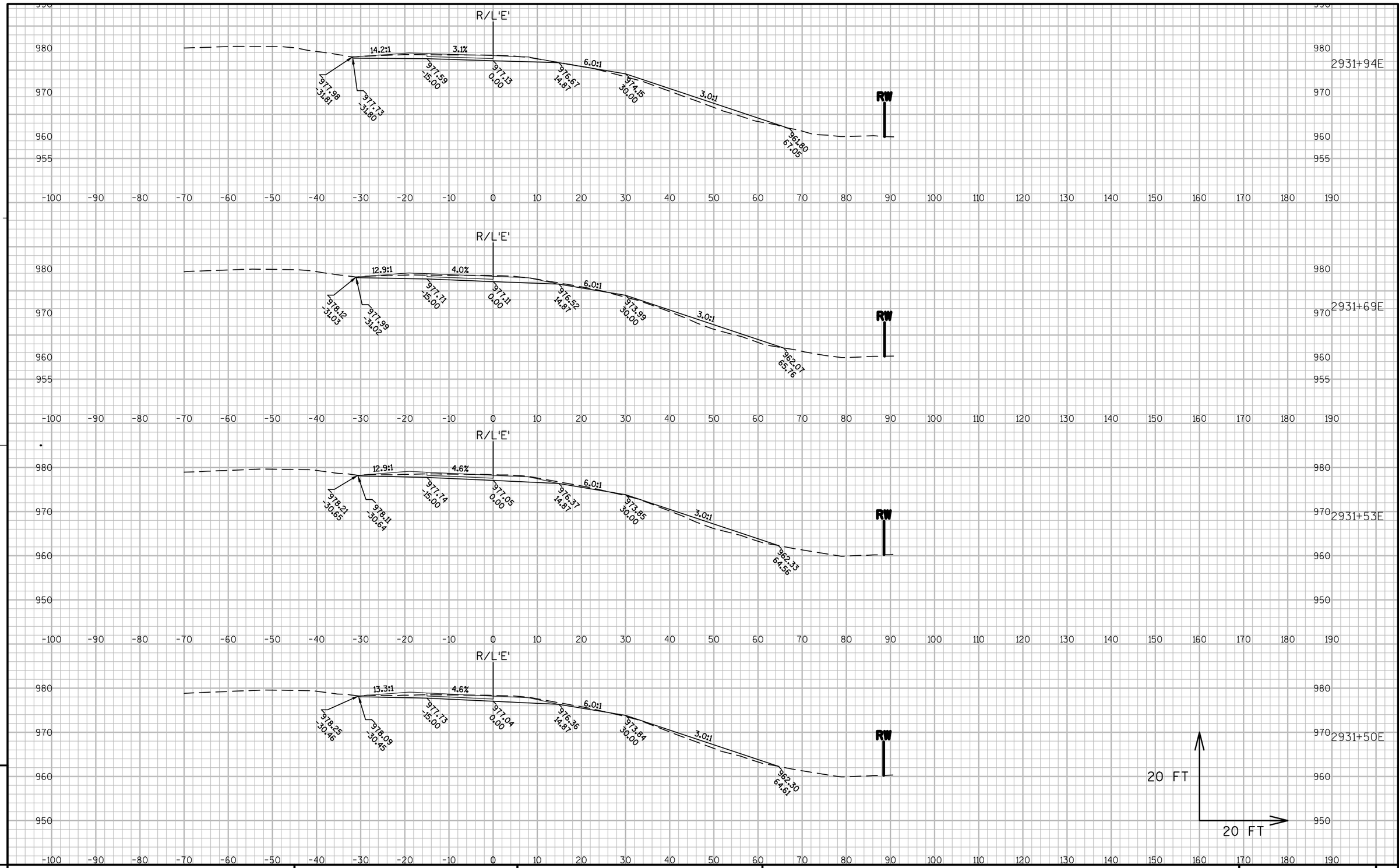
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: OFF RAMP	SHEET 613	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: OFF RAMP	SHEET 614	E

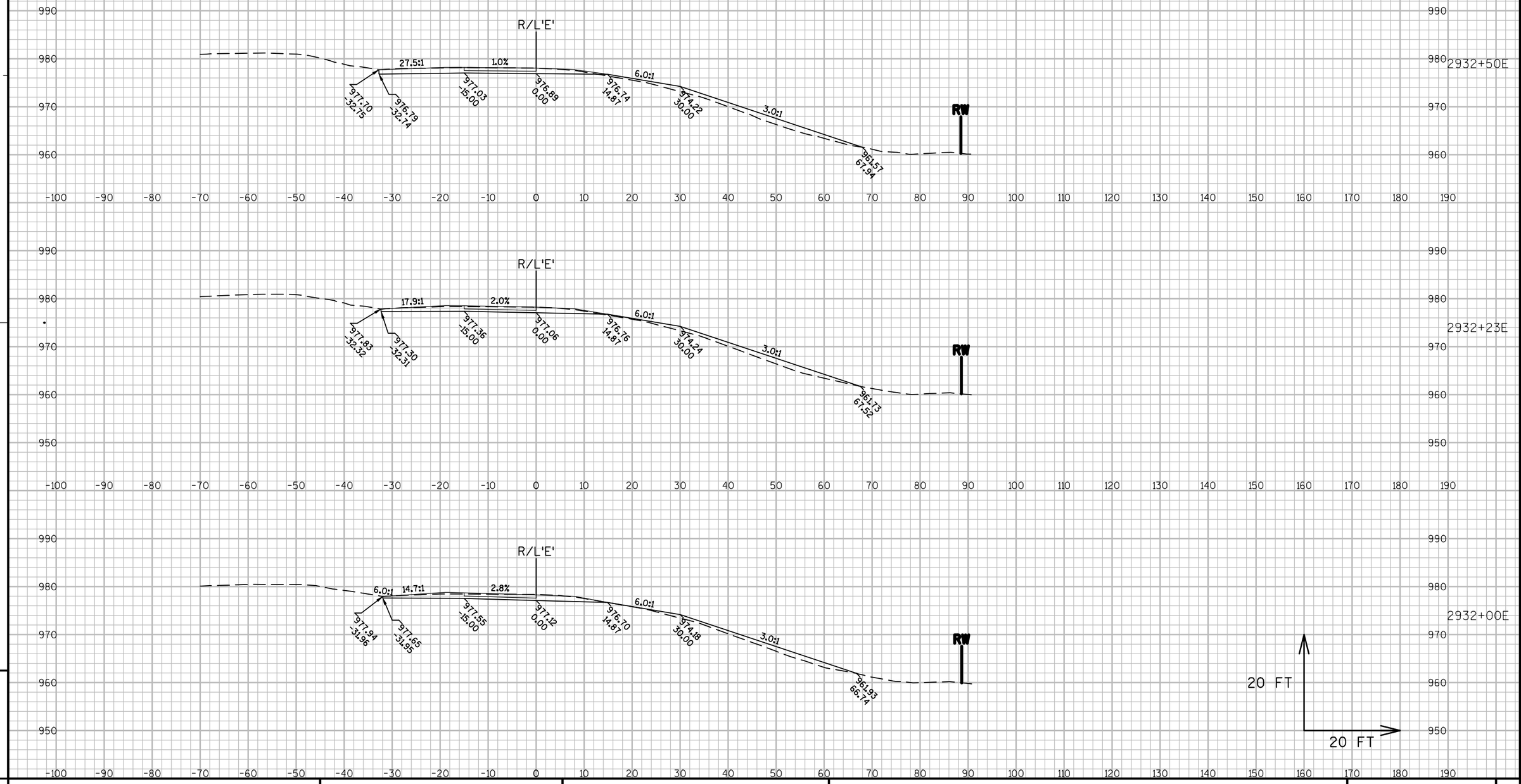


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: OFF RAMP	SHEET 615	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: OFF RAMP	SHEET	E

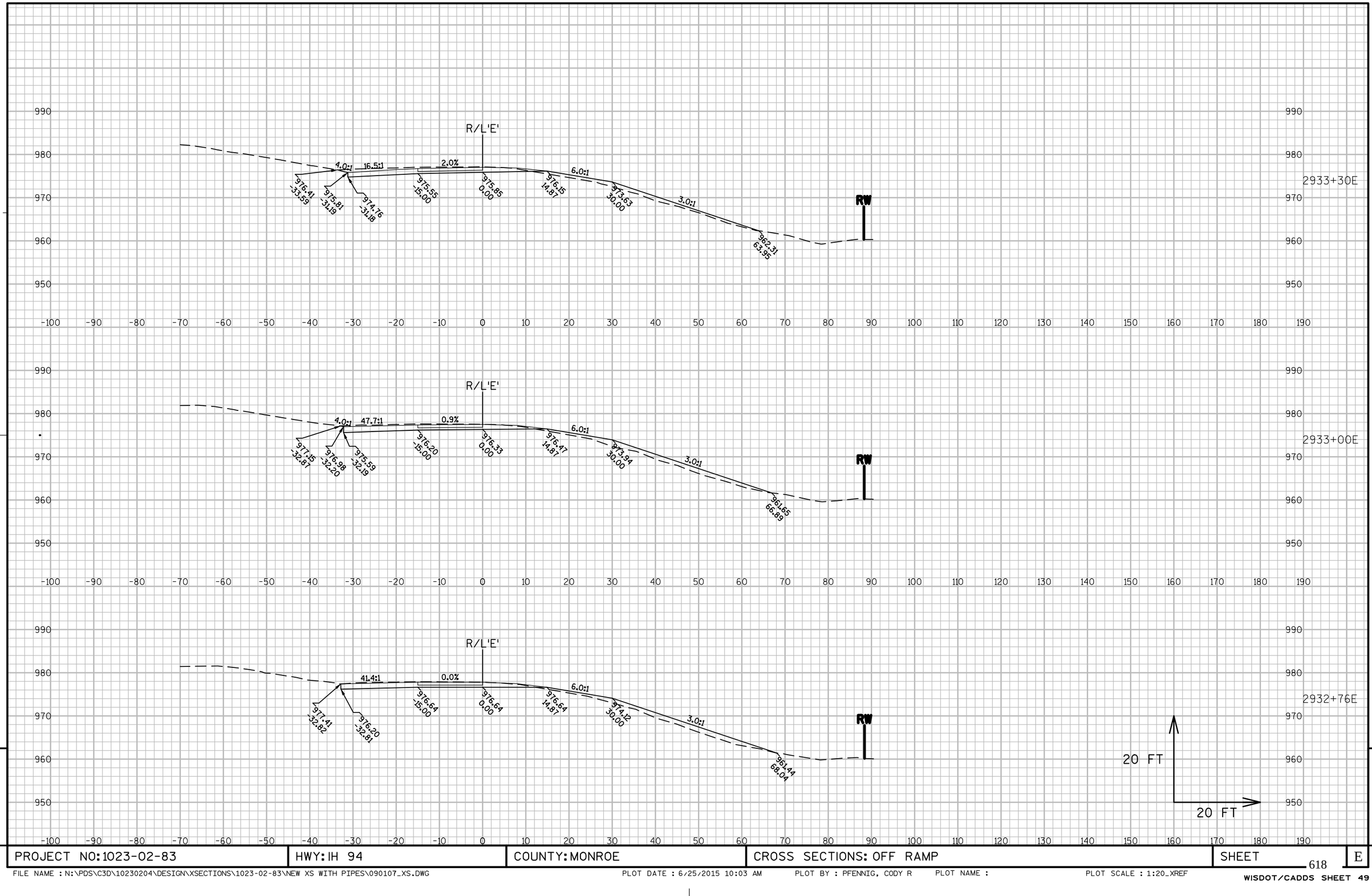
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090107_XS.DWG PLOT DATE : 6/25/2015 10:00 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



9

9

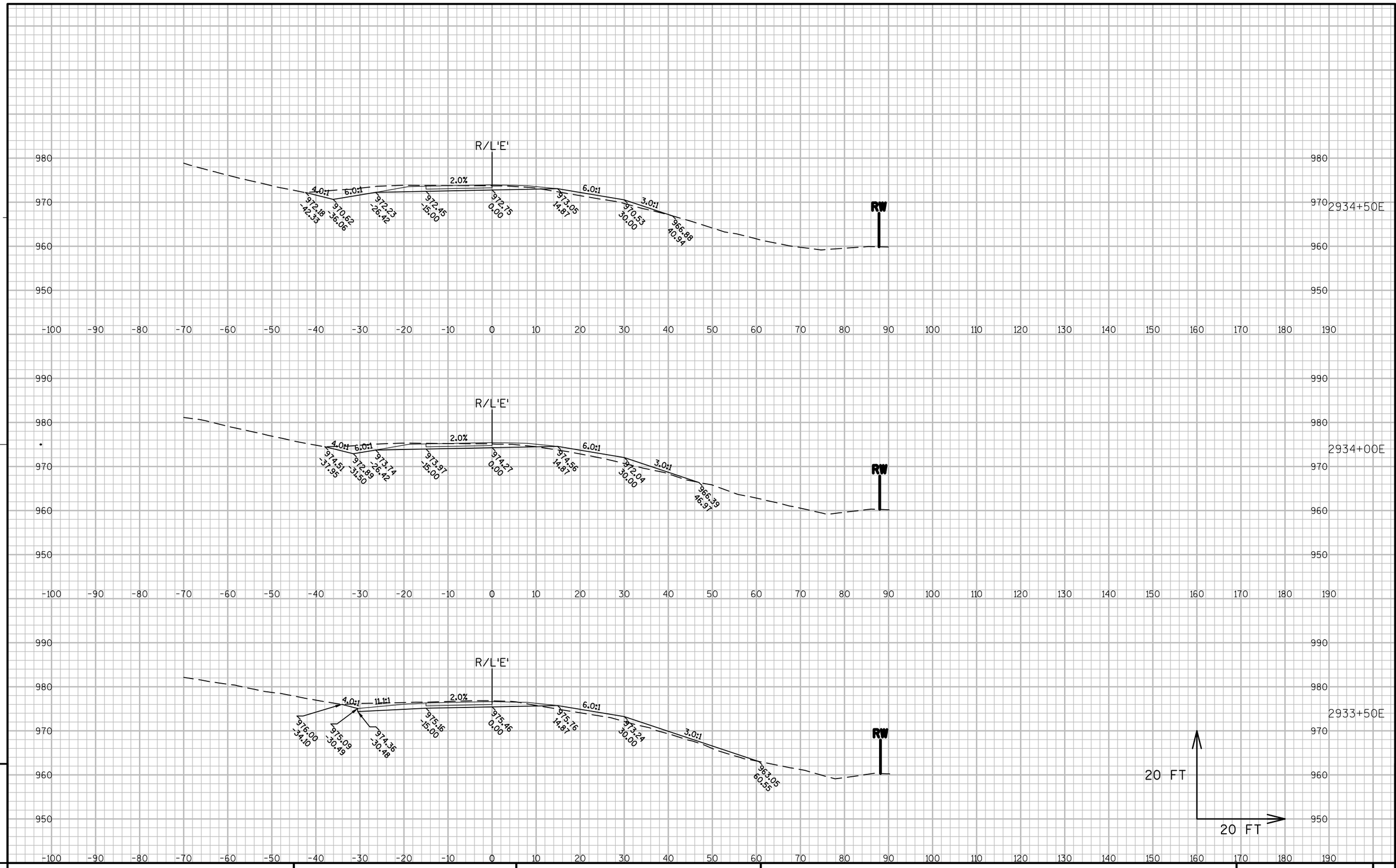
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: OFF RAMP	SHEET 617	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: OFF RAMP	SHEET 618	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090107_XS.DWG PLOT DATE : 6/25/2015 10:03 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



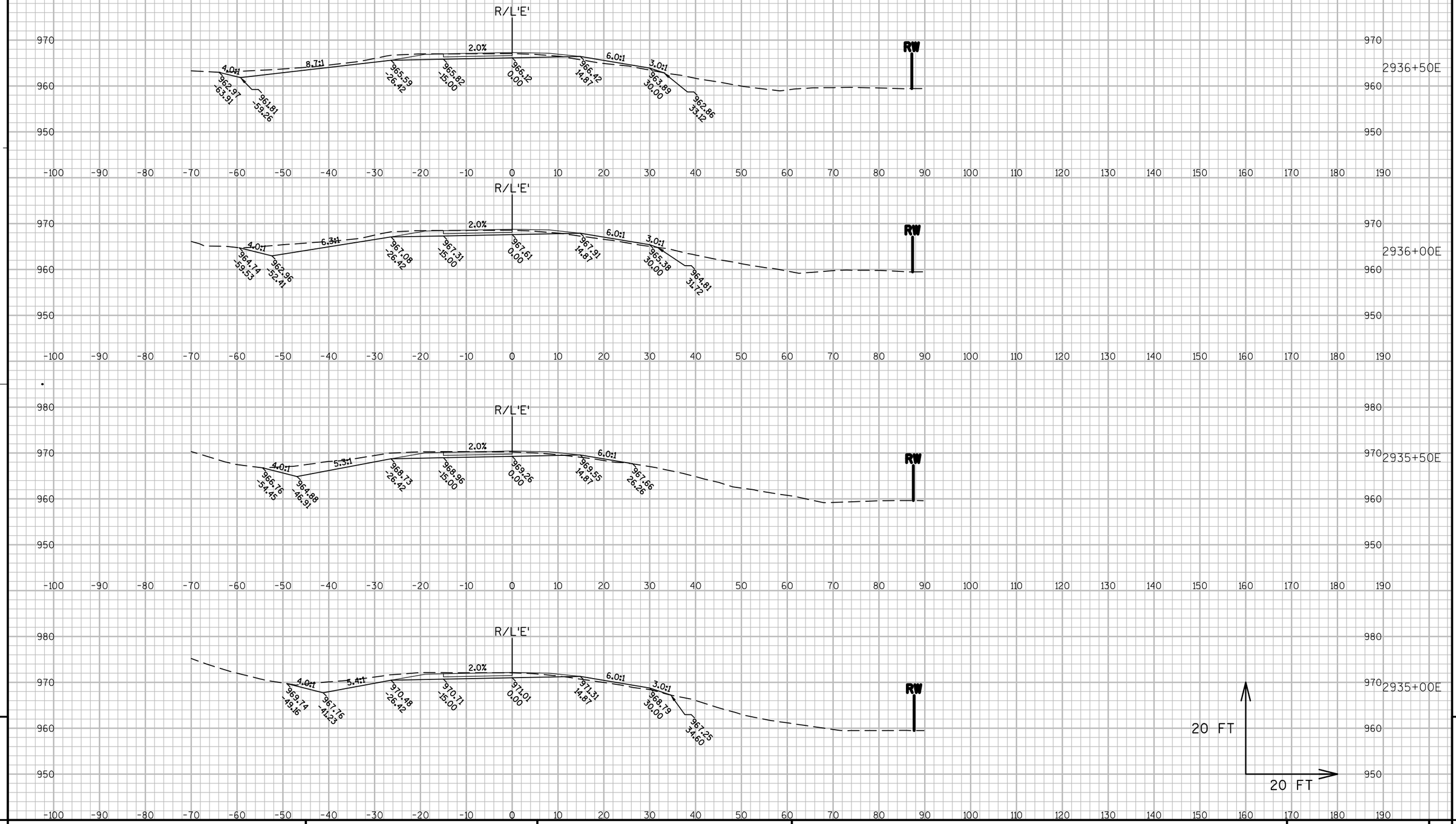
9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: OFF RAMP	SHEET 619	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090107_XS.DWG PLOT DATE : 6/25/2015 10:05 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF

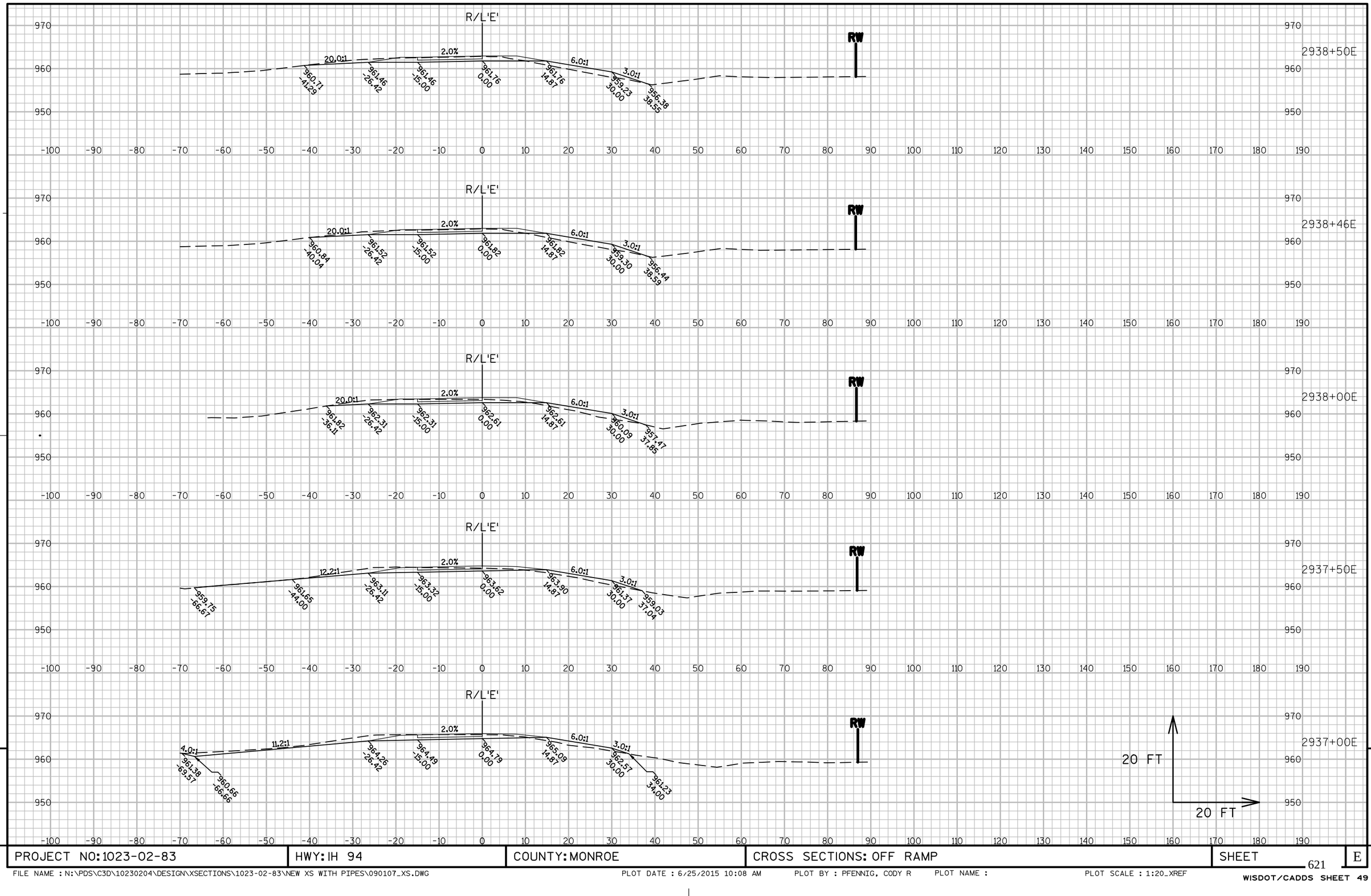
WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: OFF RAMP	SHEET 620	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090107_XS.DWG PLOT DATE : 6/25/2015 10:07 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF

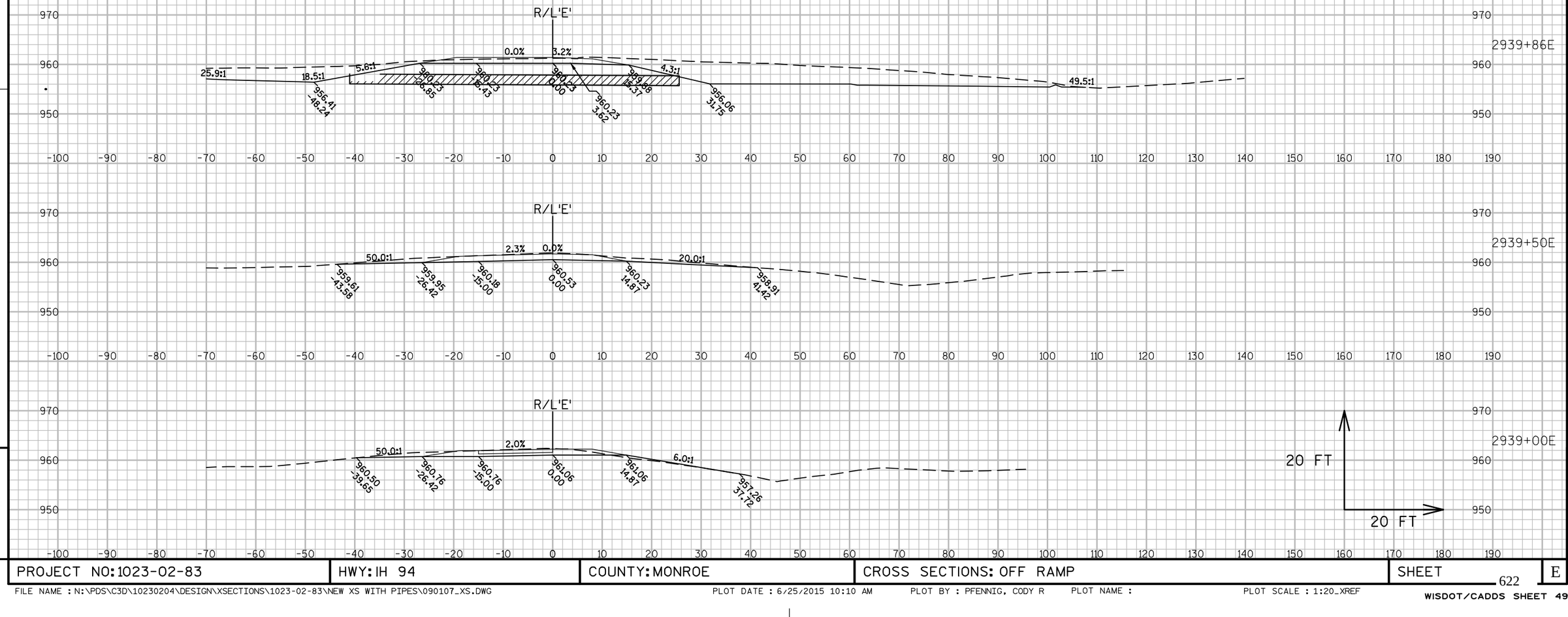
WISDOT/CADDS SHEET 49



9

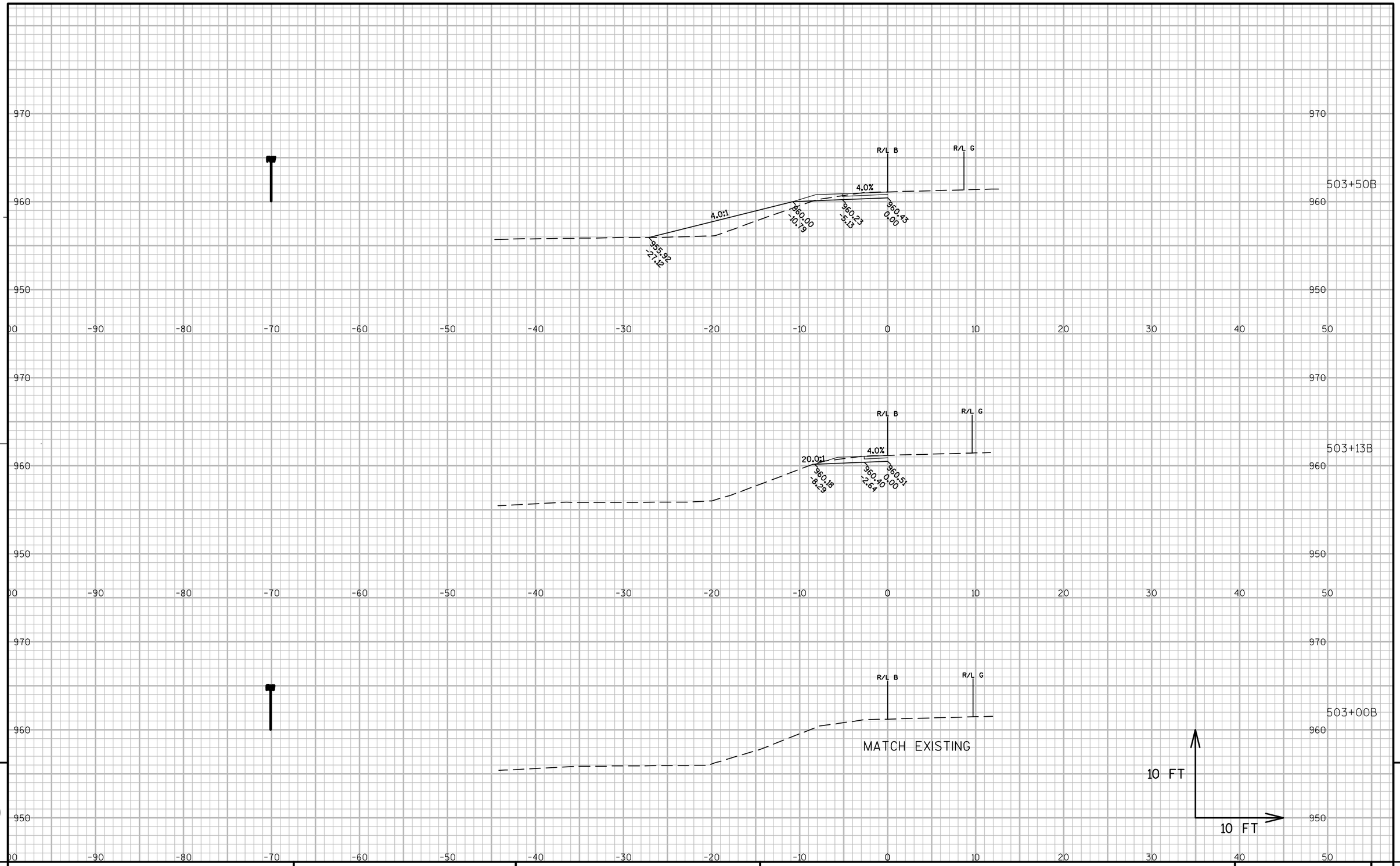
9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: OFF RAMP	SHEET 621	E



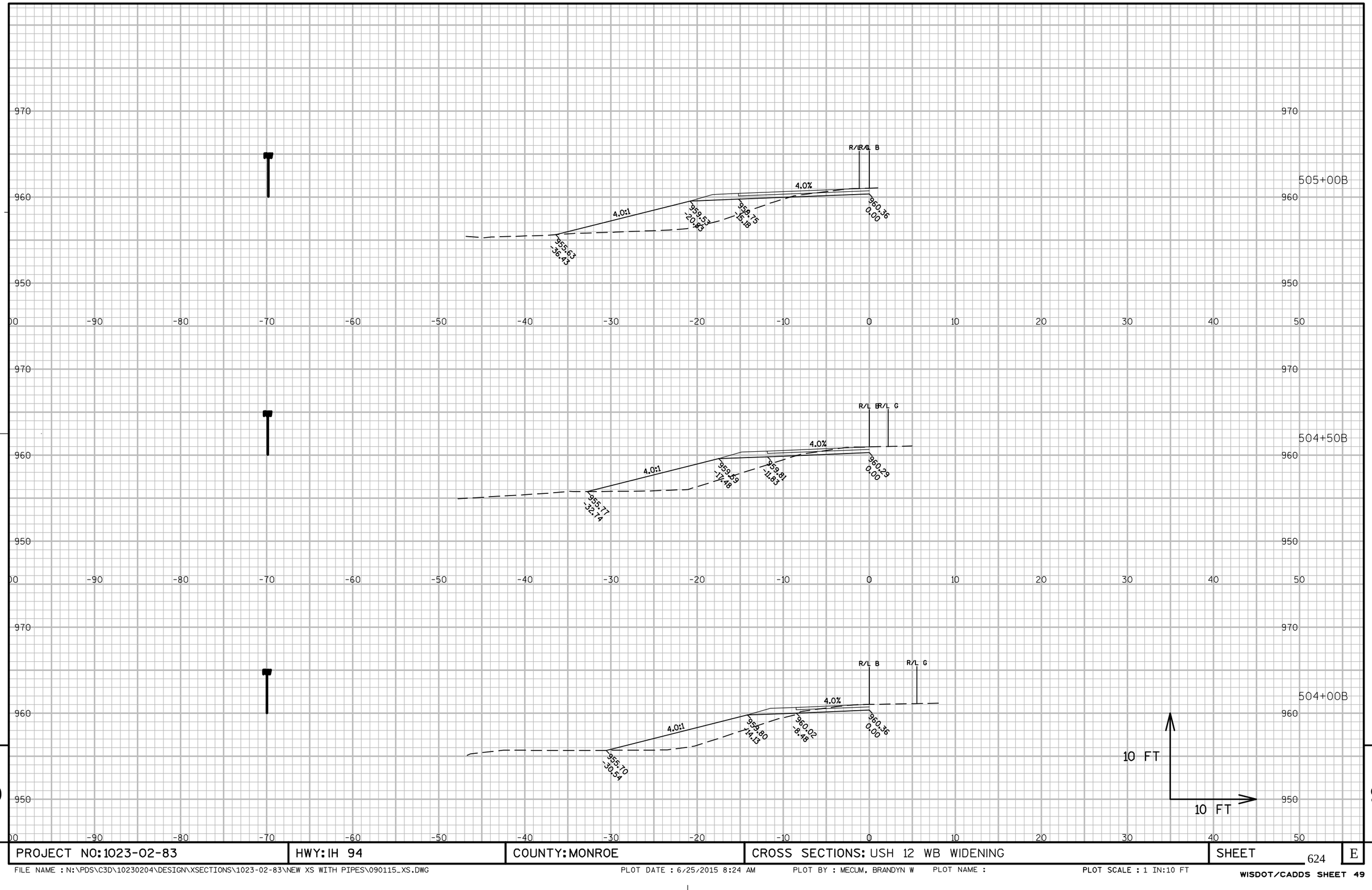
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: OFF RAMP	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090107_XS.DWG PLOT DATE : 6/25/2015 10:10 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1:20_XREF

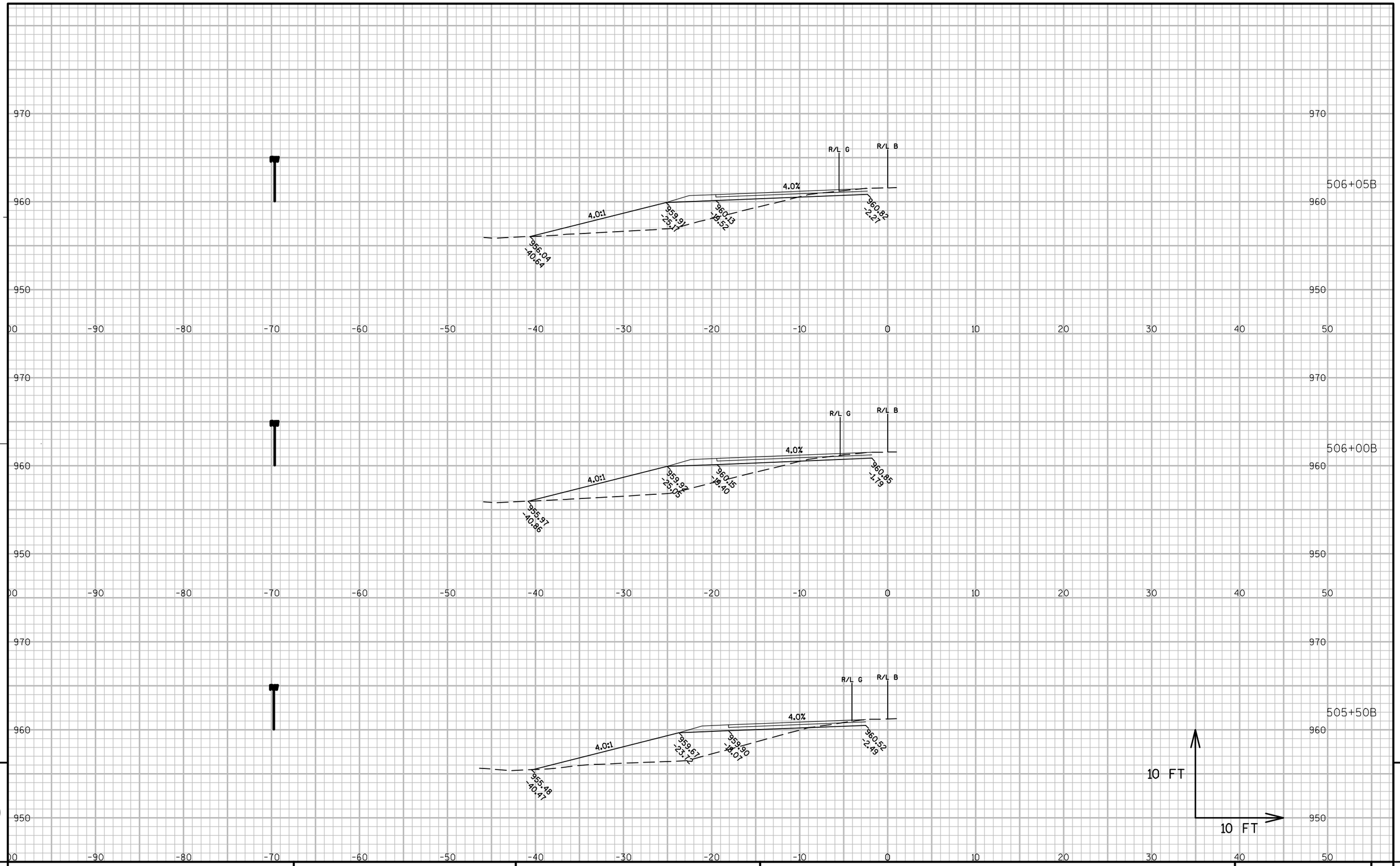


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12 WB WIDENING	SHEET 623 E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090115_XS.DWG PLOT DATE : 6/25/2015 8:24 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12 WB WIDENING	SHEET 624 E

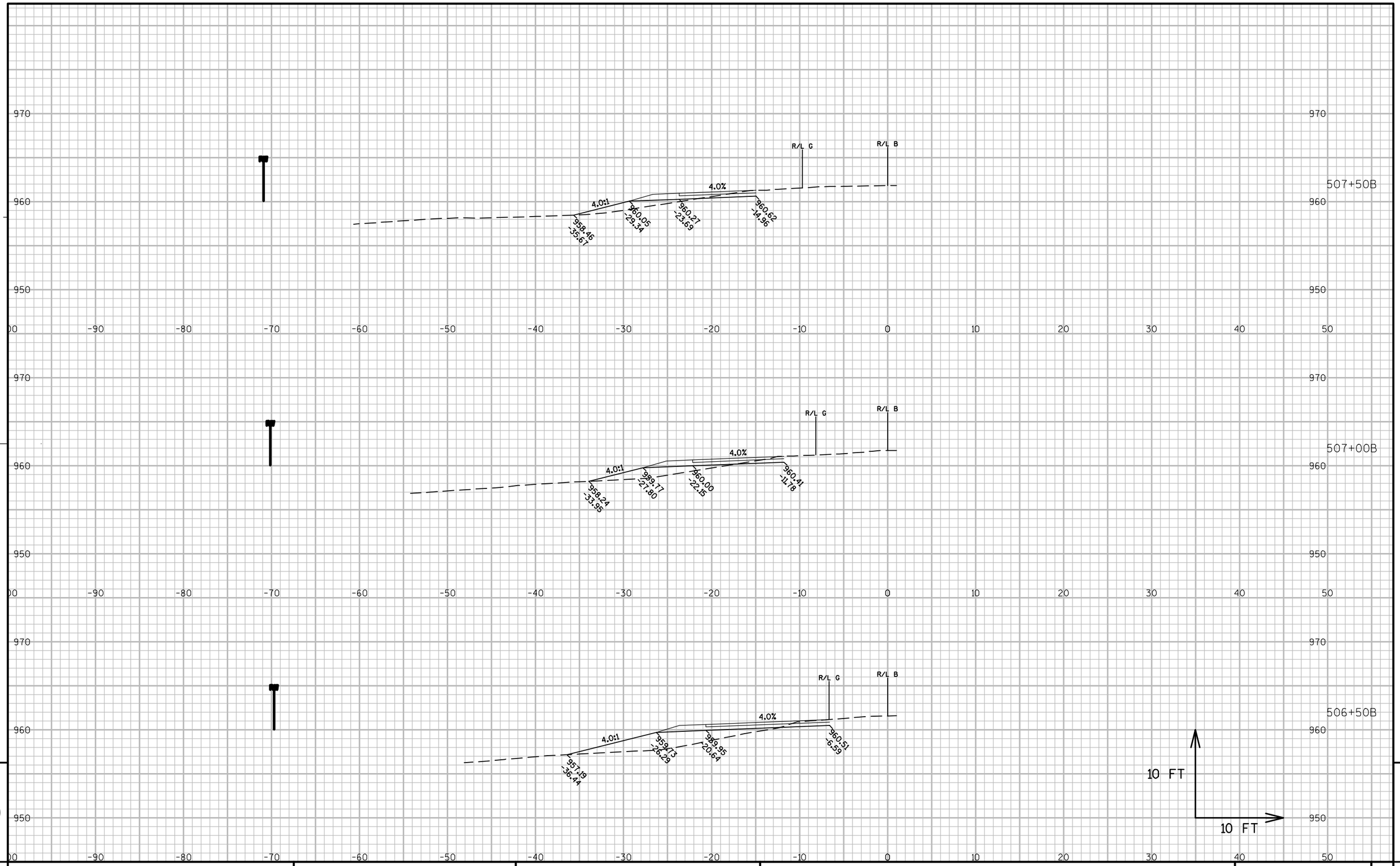


9

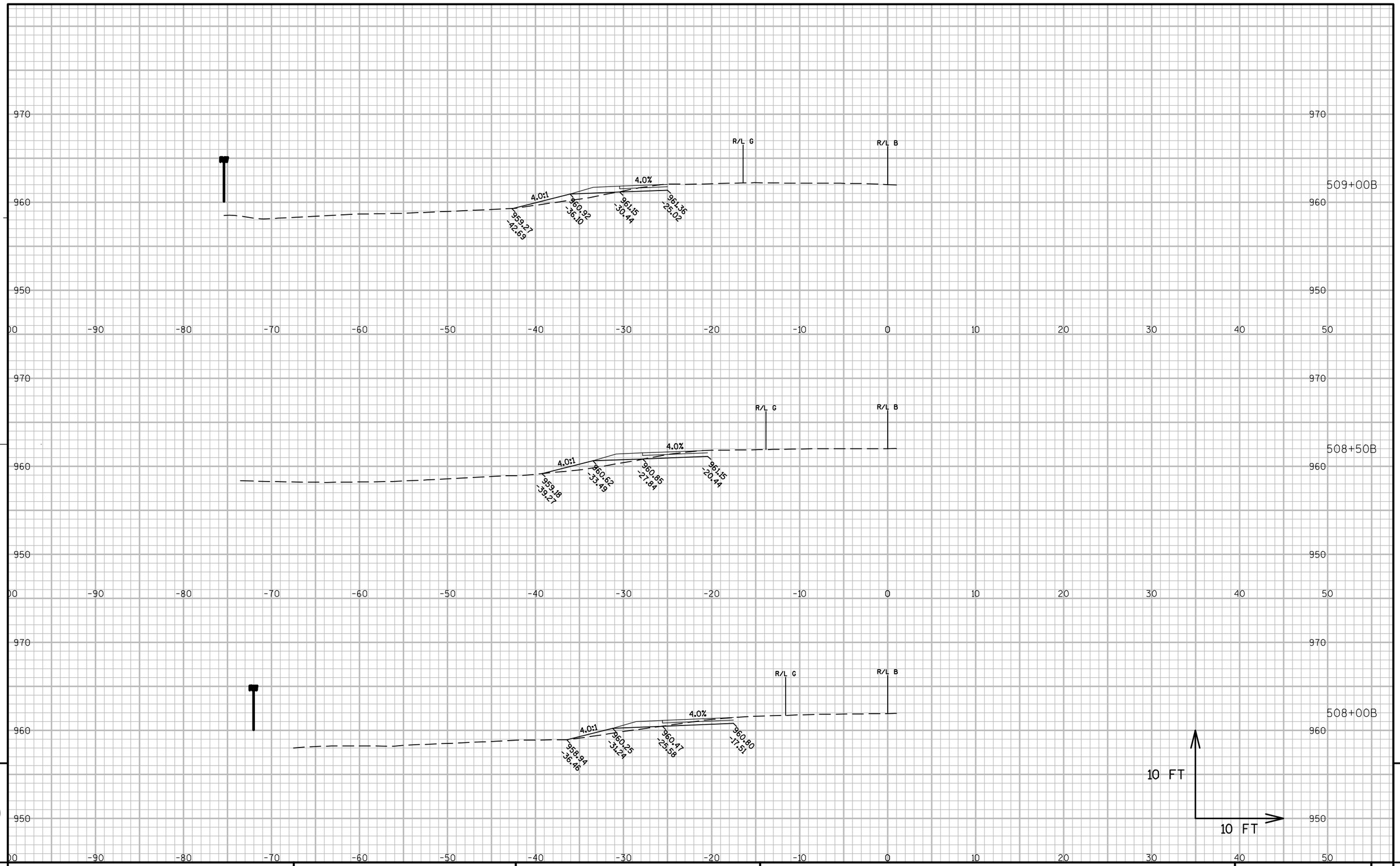
9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12 WB WIDENING	SHEET 625	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090115_XS.DWG PLOT DATE : 6/25/2015 8:24 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:10 FT

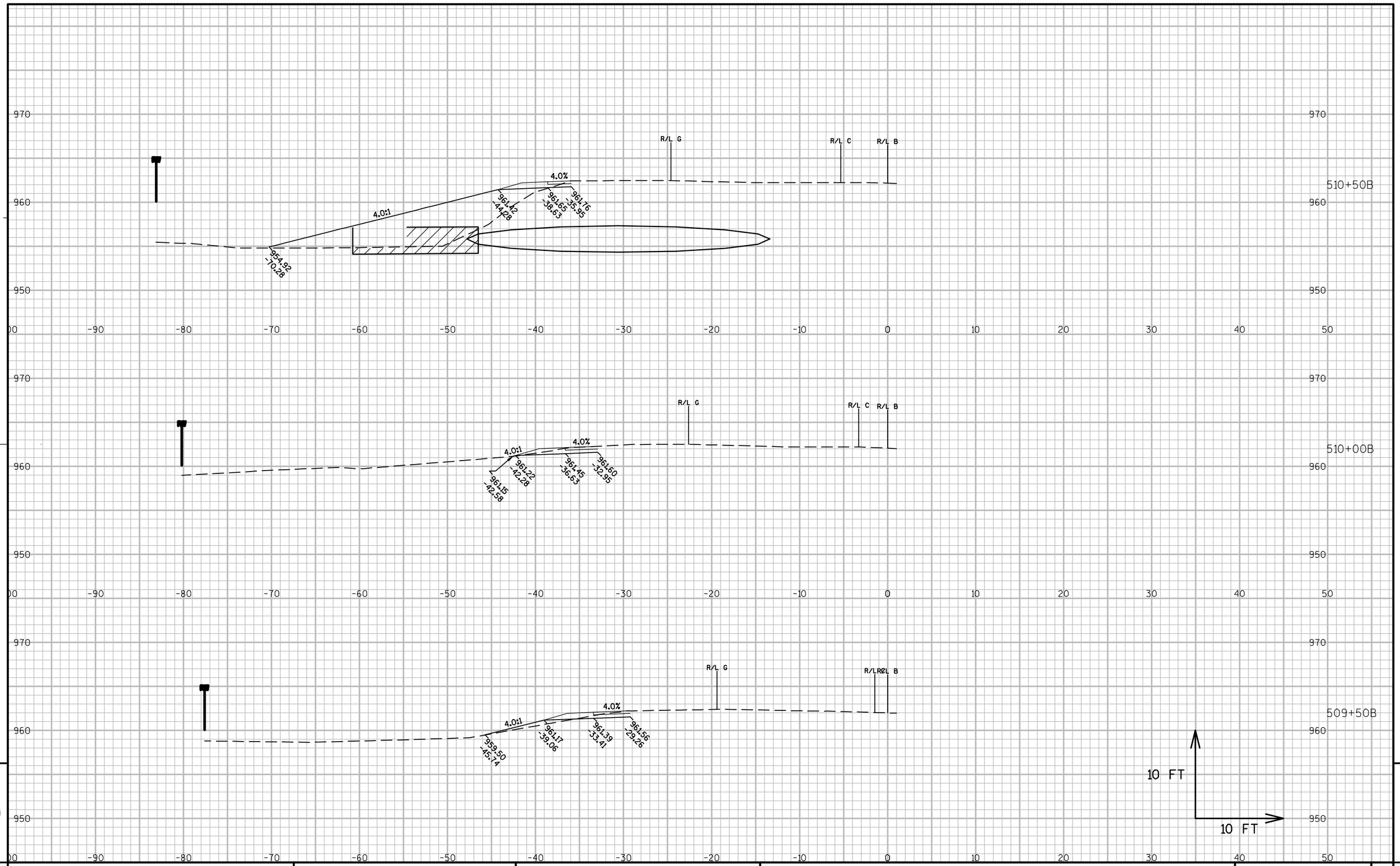


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12 WB WIDENING	SHEET 626	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12 WB WIDENING	SHEET 627	E

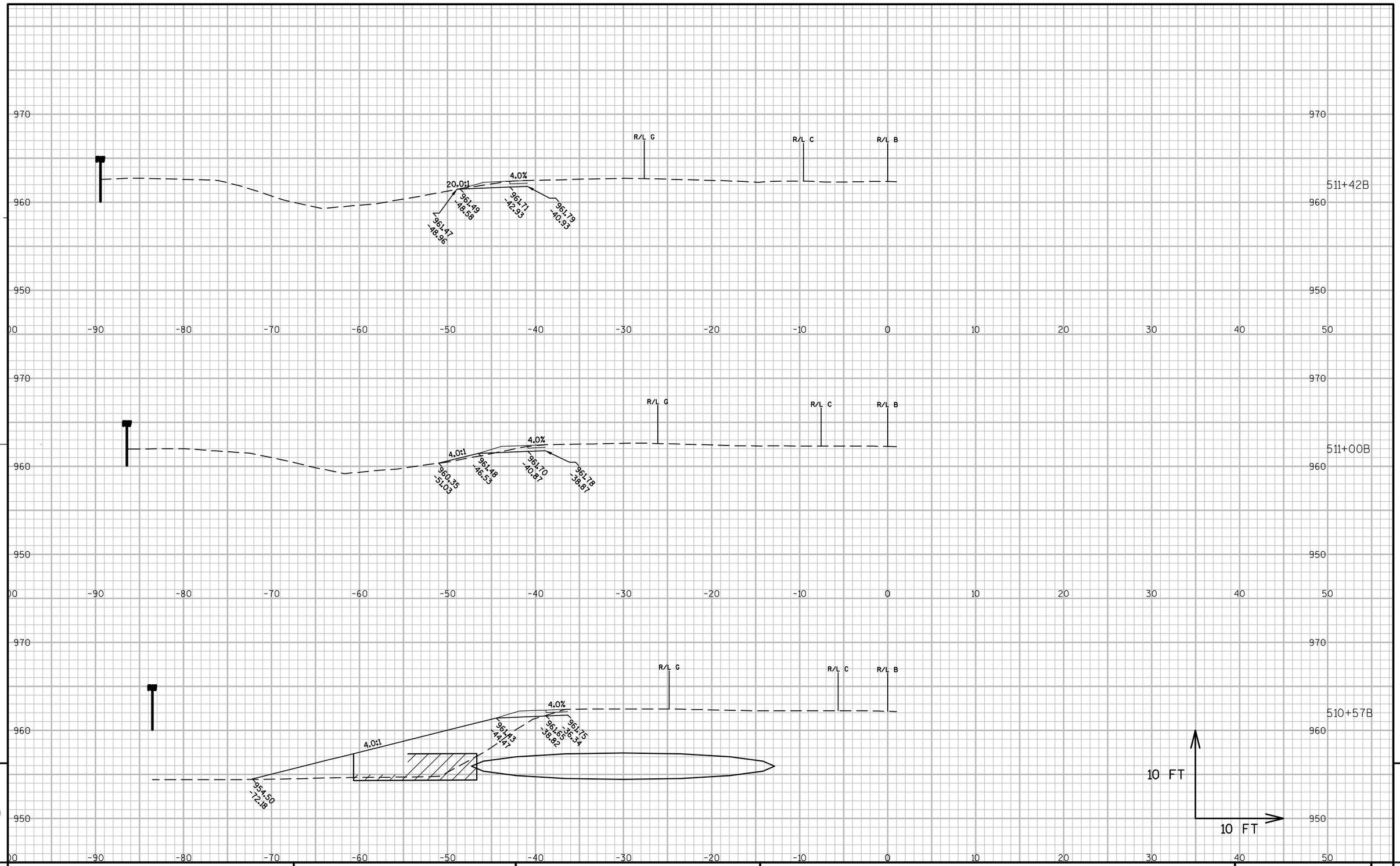
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090115_XS.DWG PLOT DATE : 6/25/2015 8:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12 WB WIDENING	SHEET 628	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090115_XS.DWG PLOT DATE : 6/25/2015 8:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

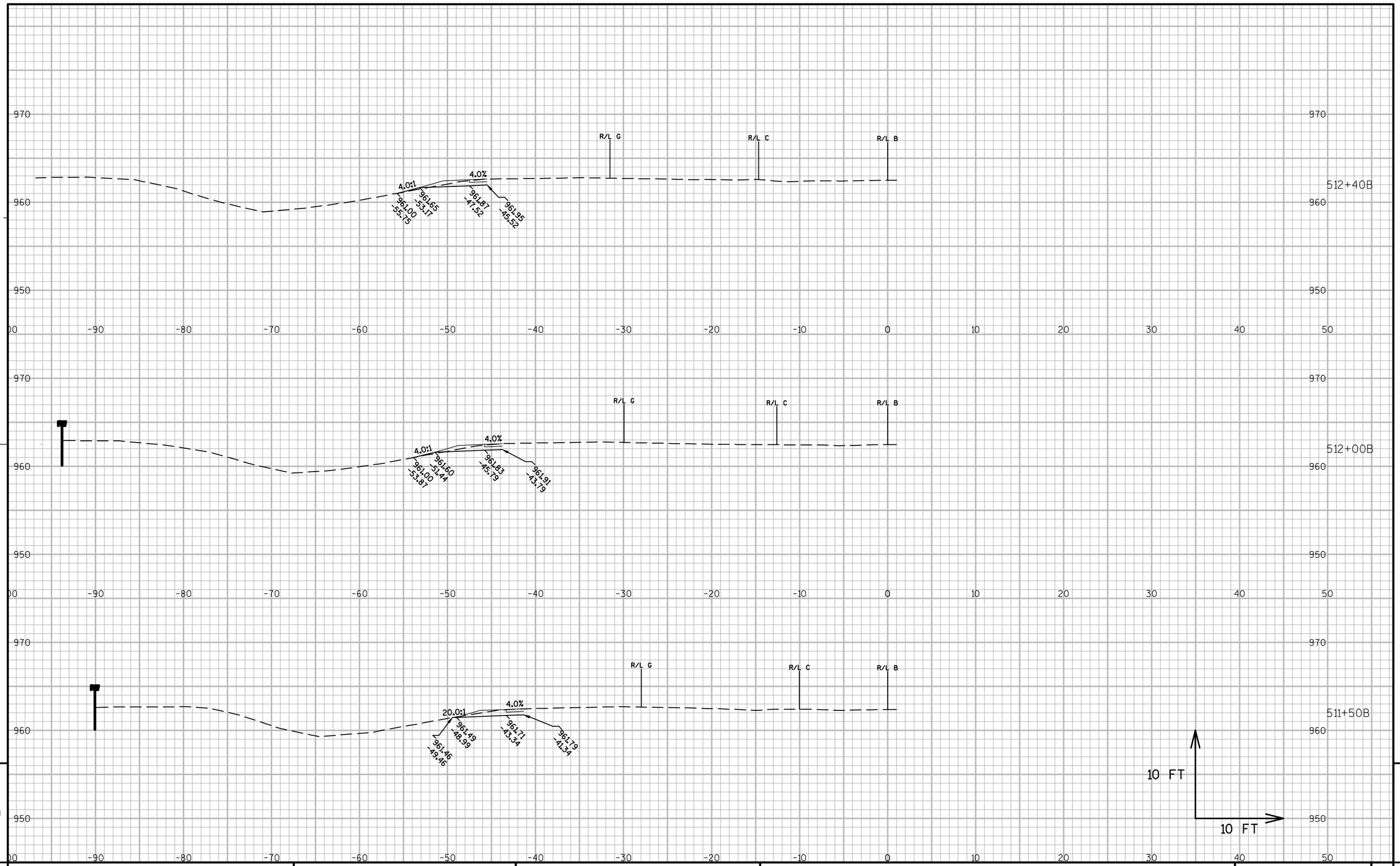


9

9

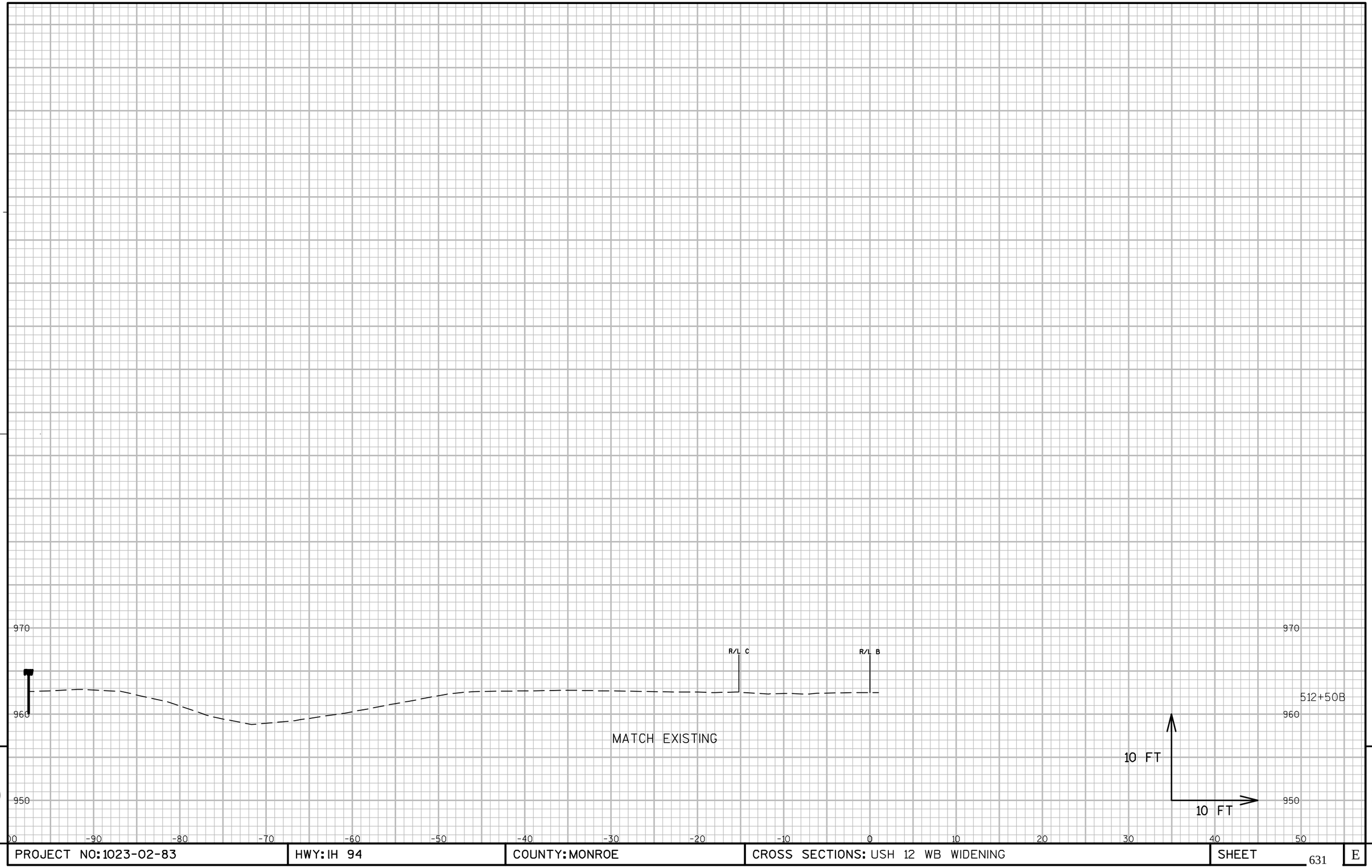
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12 WB WIDENING	SHEET 629	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090115_XS.DWG PLOT DATE : 6/25/2015 8:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:10 FT



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12 WB WIDENING	SHEET 630	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090115_XS.DWG PLOT DATE : 6/25/2015 8:25 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:10 FT



9

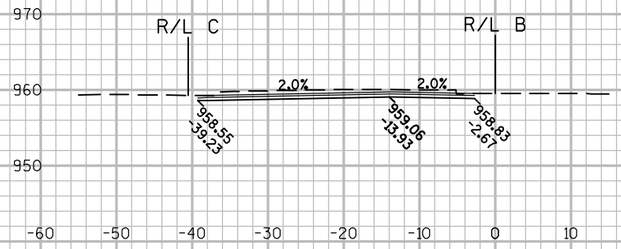
9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12 WB WIDENING	SHEET 631	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090115_XS.DWG PLOT DATE : 6/25/2015 8:26 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:10 FT



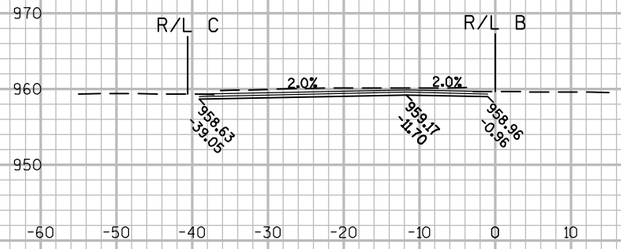
535+25B



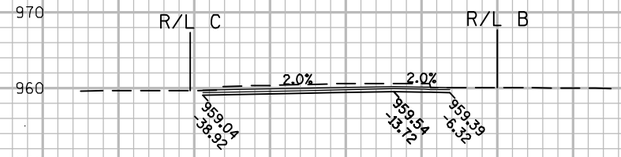
536+25B



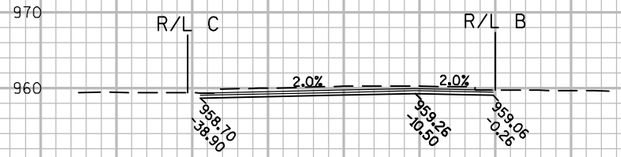
535+00B



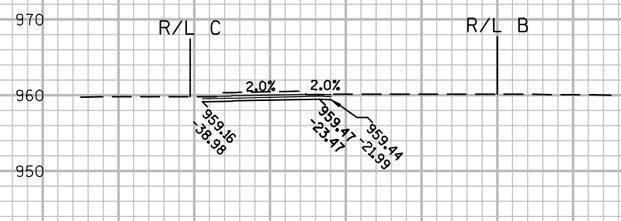
536+00B



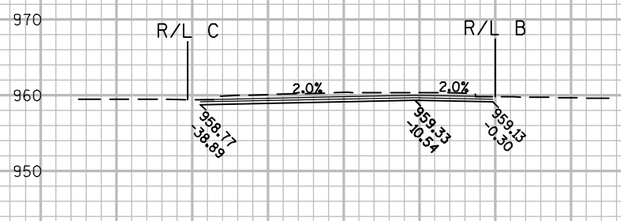
534+75B



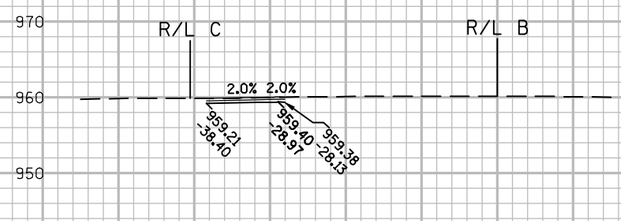
535+75B



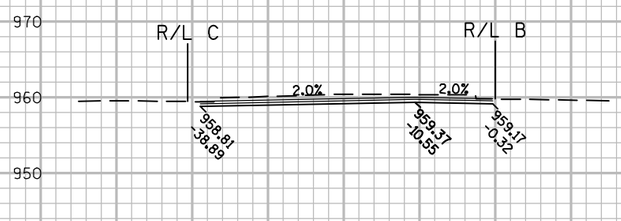
534+50B



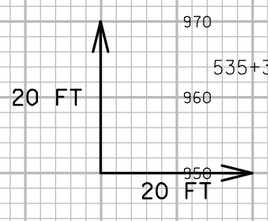
535+50B



534+44B



535+36B

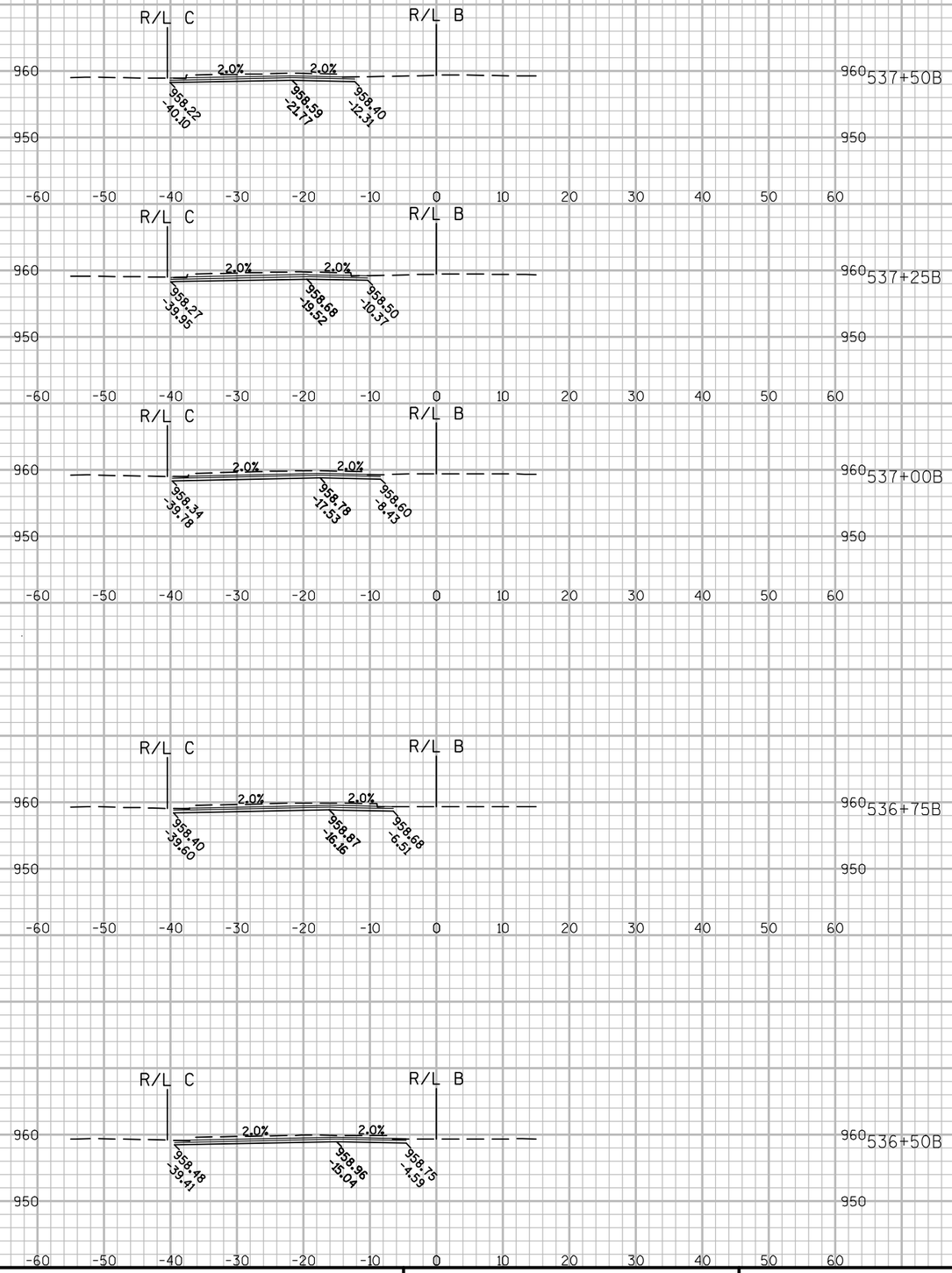


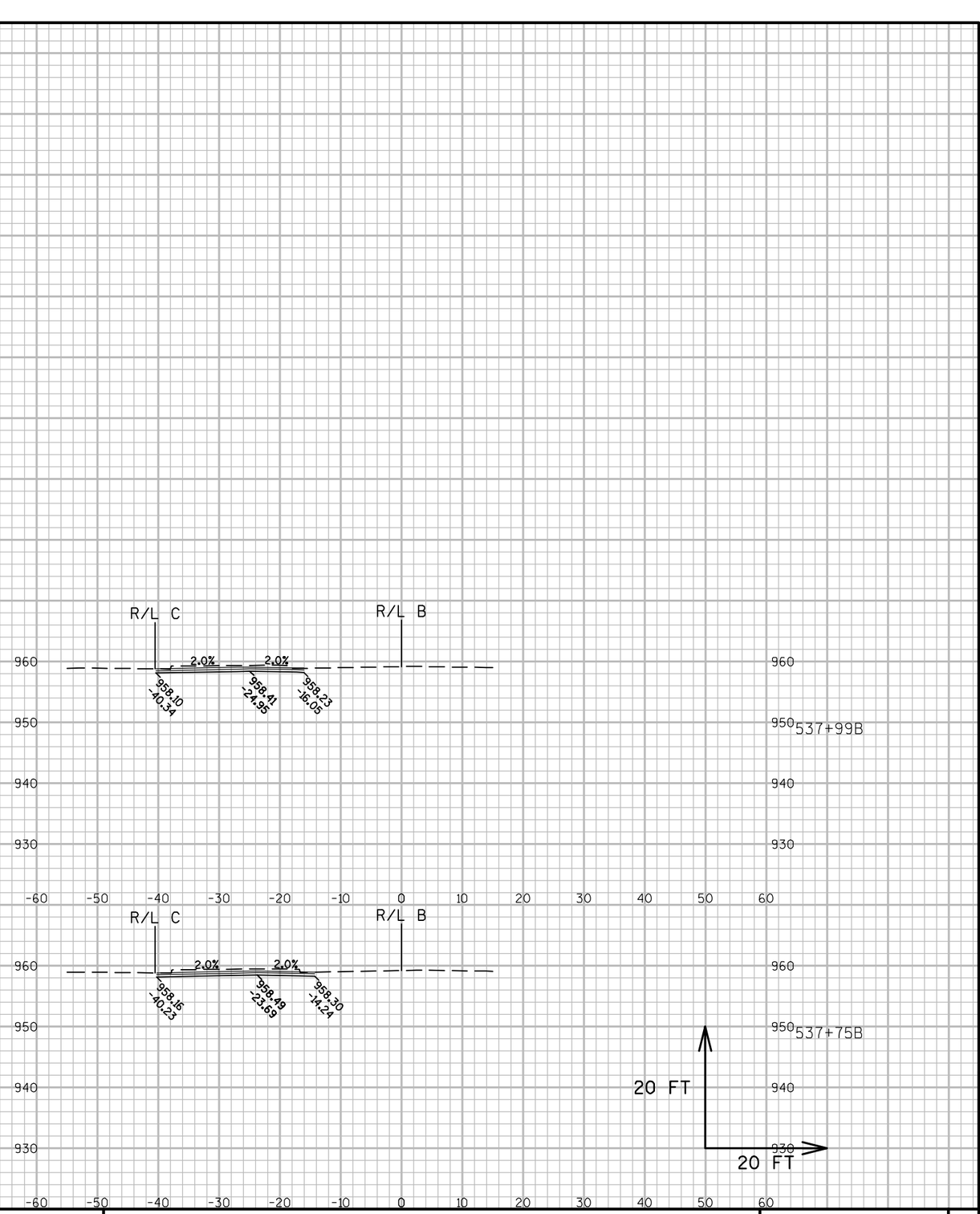
9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12 SOUTH CROSSOVER	SHEET 632	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090120_XS.DWG PLOT DATE : 6/25/2015 8:03 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT





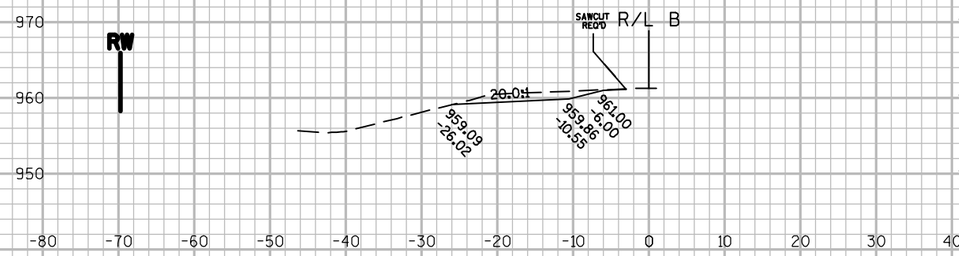
9

9

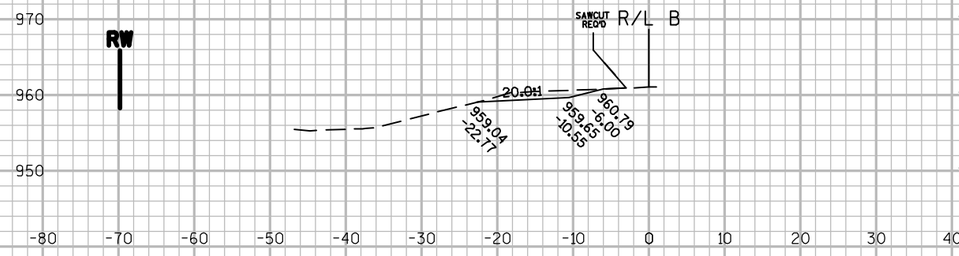
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12 SOUTH CROSSOVER	SHEET 633	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090120_XS.DWG PLOT DATE : 6/25/2015 8:03 AM PLOT BY : MECUM, BRANDYN W PLOT NAME : PLOT SCALE : 1 IN:20 FT

505+50B



505+00B



504+50B

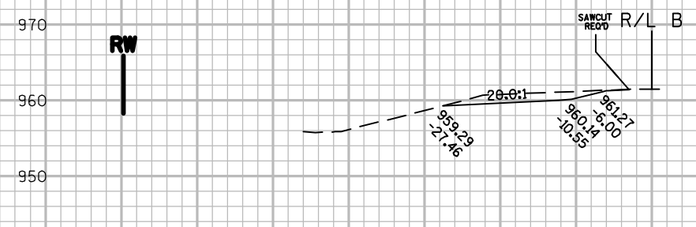


504+00B

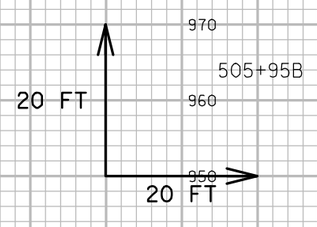


503+50B





505+95B

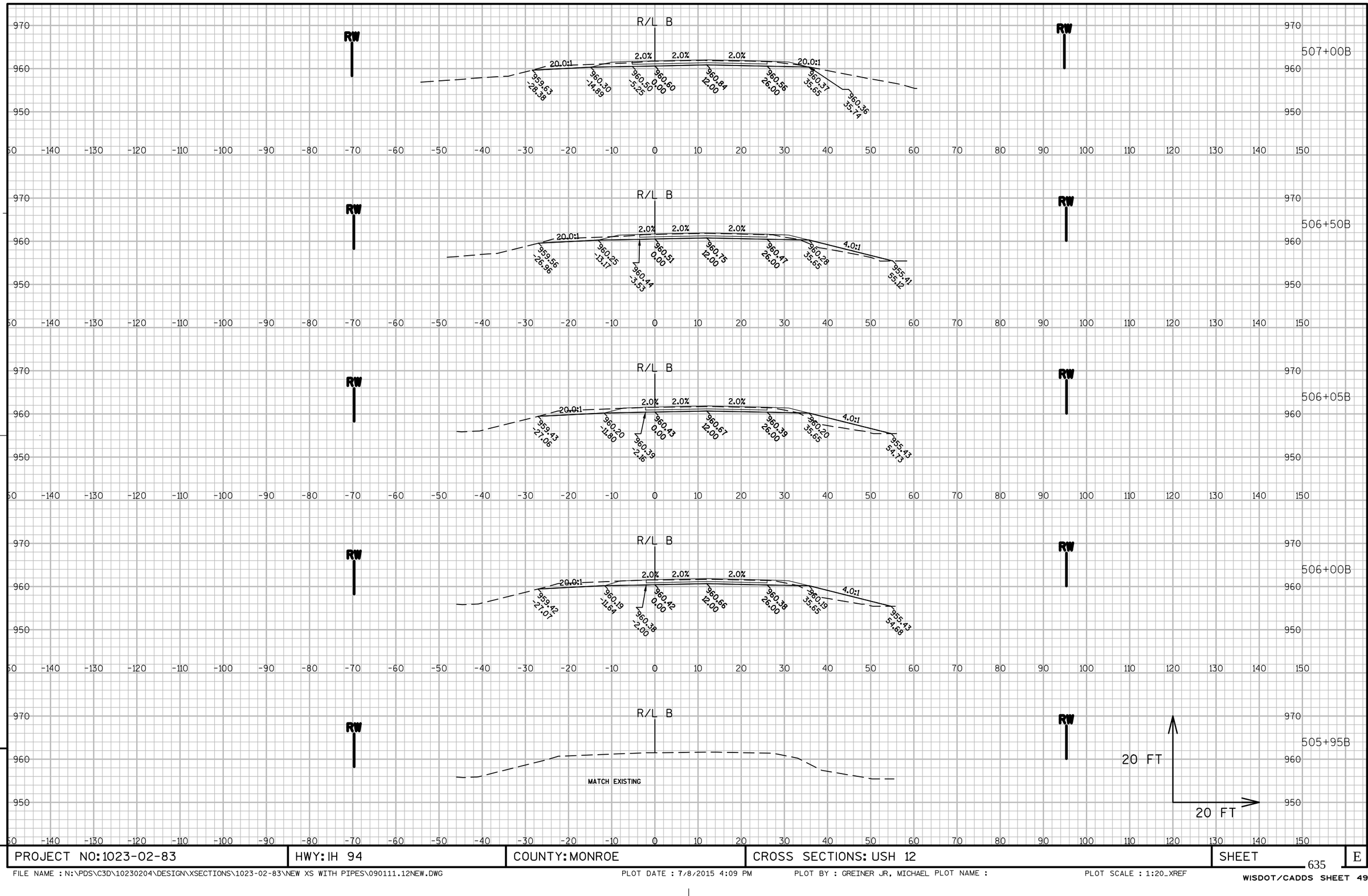


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12 WIDENING REMOVAL	SHEET 634	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.13.DWG PLOT DATE : 8/19/2015 6:51 AM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF

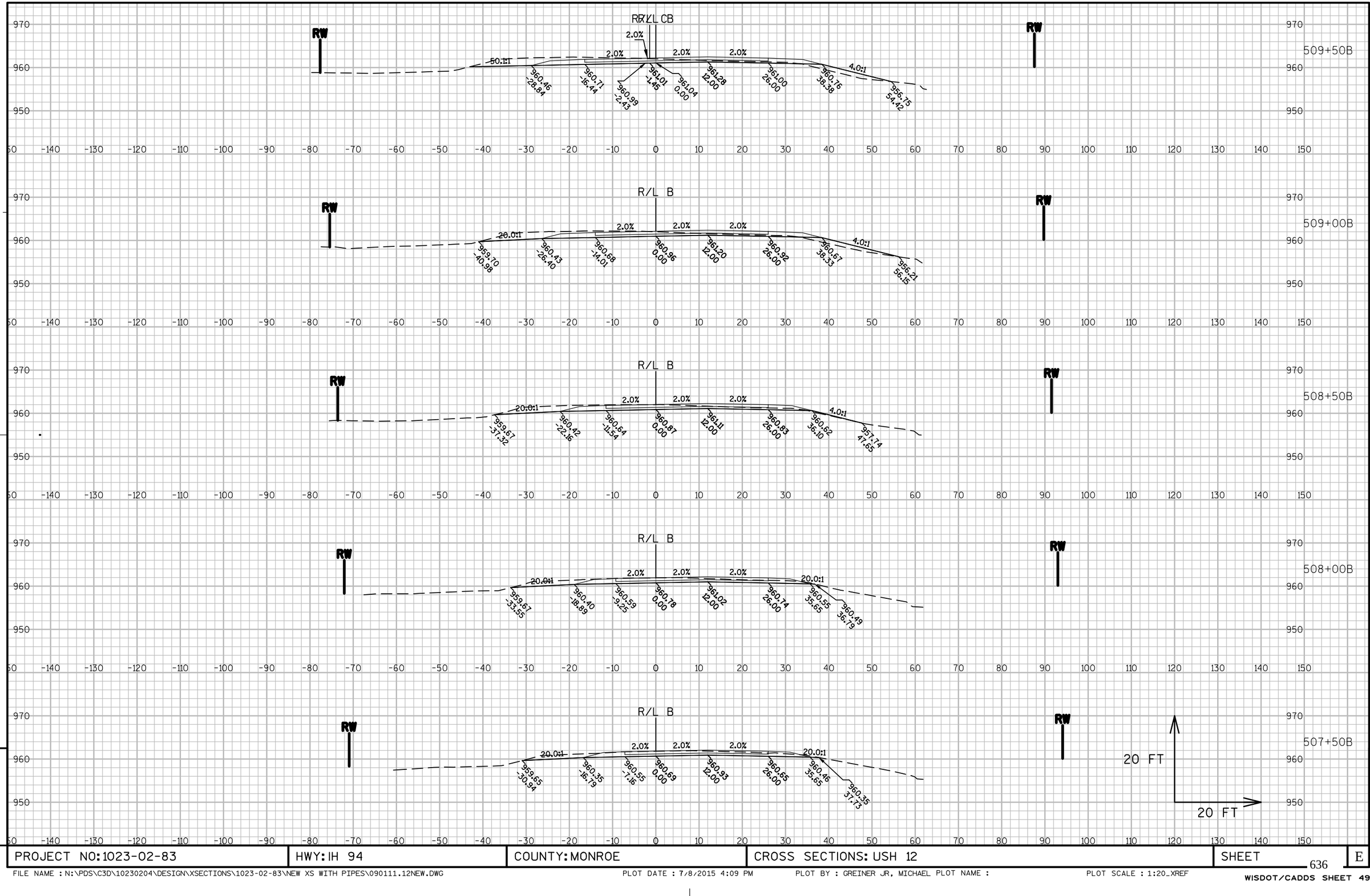


9

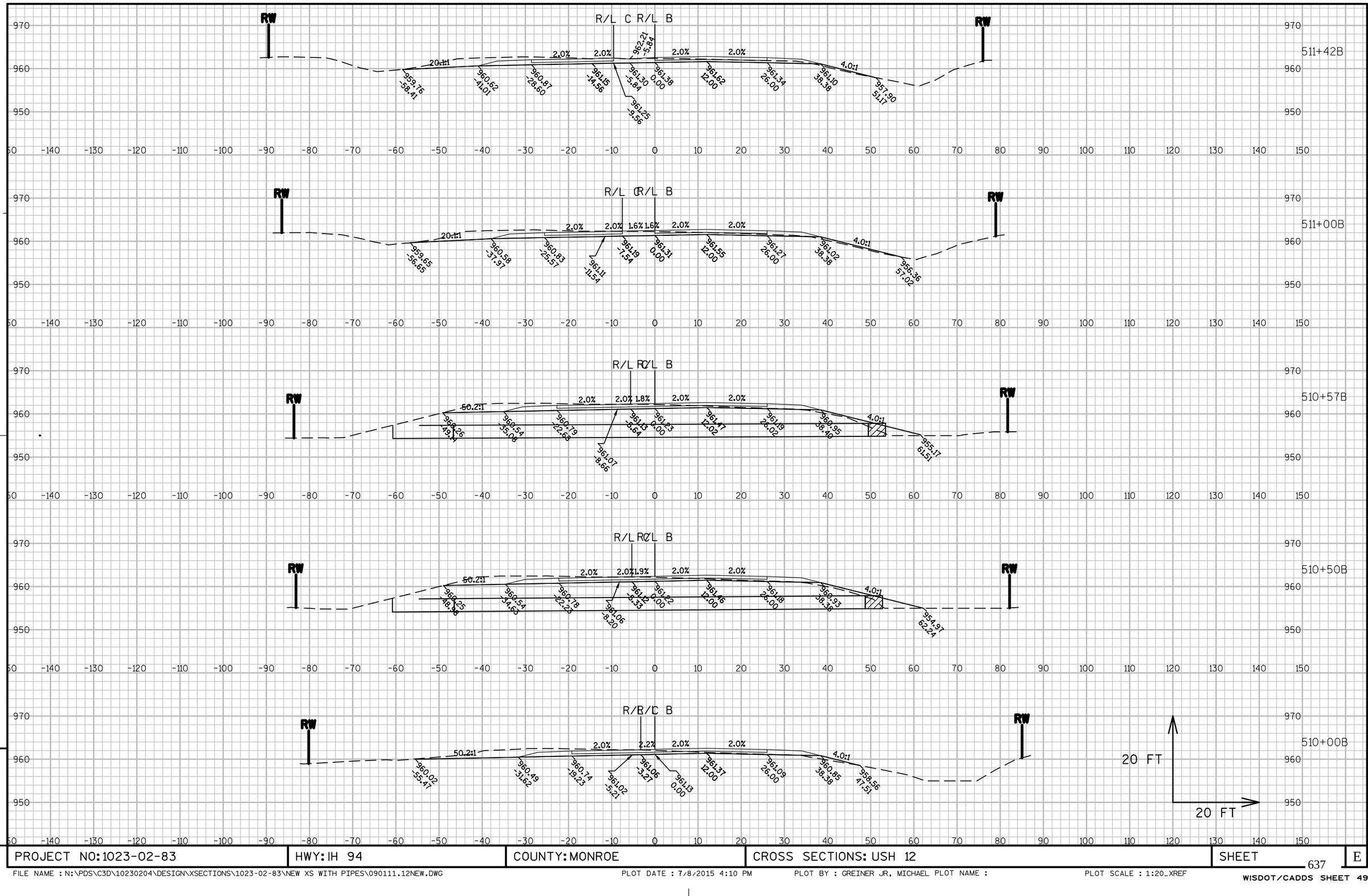
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 635	E

9

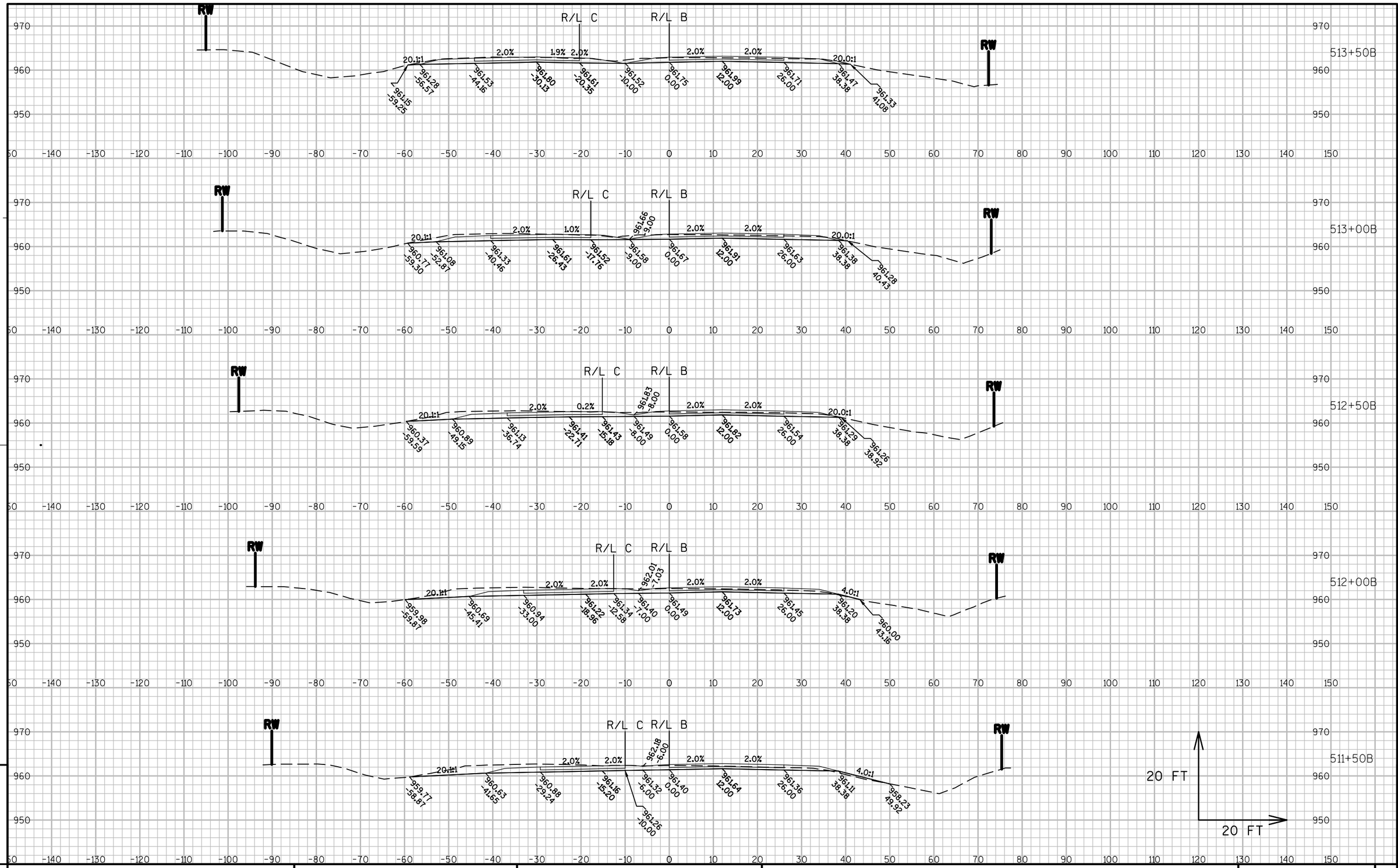
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG PLOT DATE : 7/8/2015 4:09 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 636	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 637	E

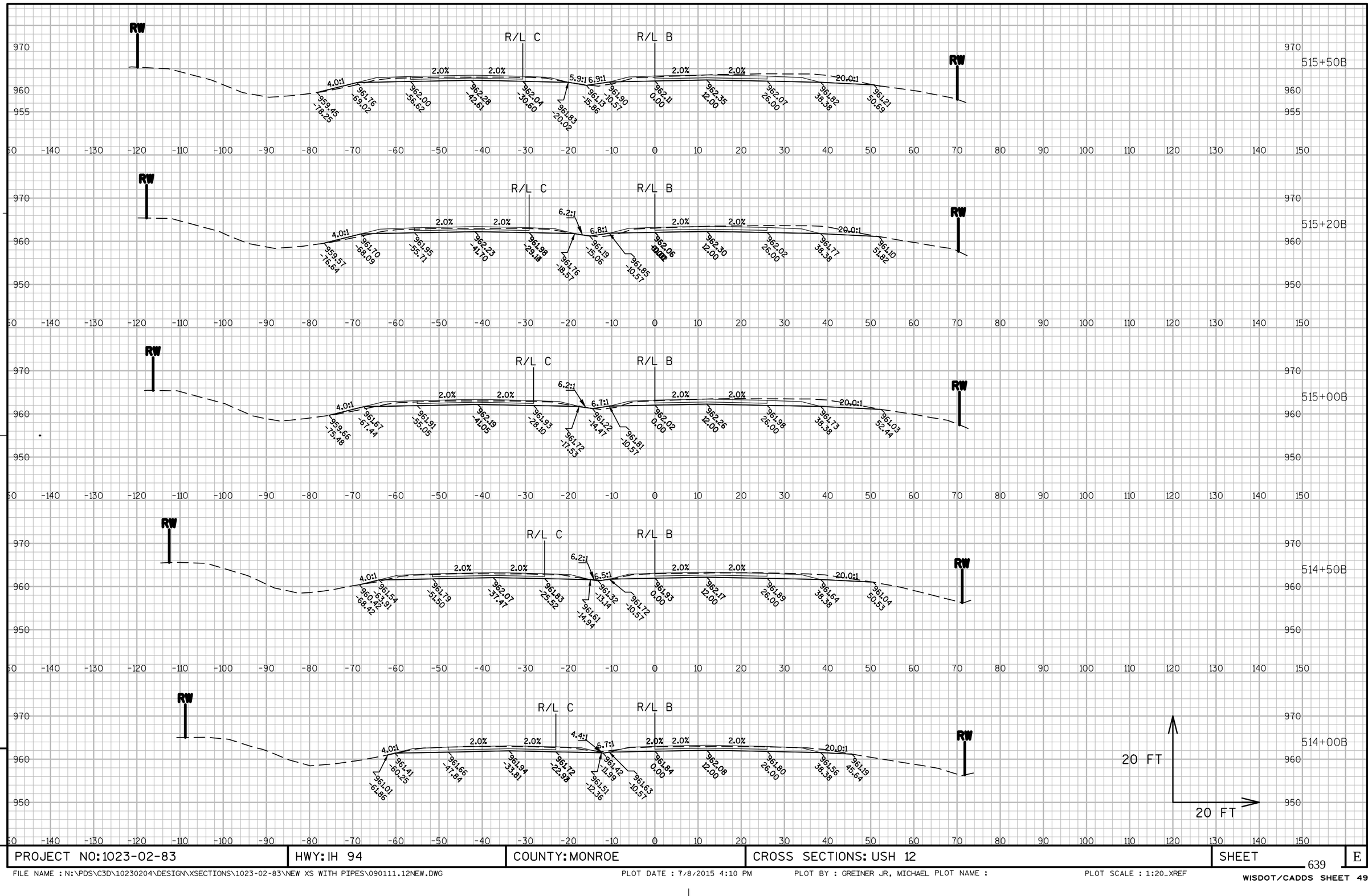


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 638	E

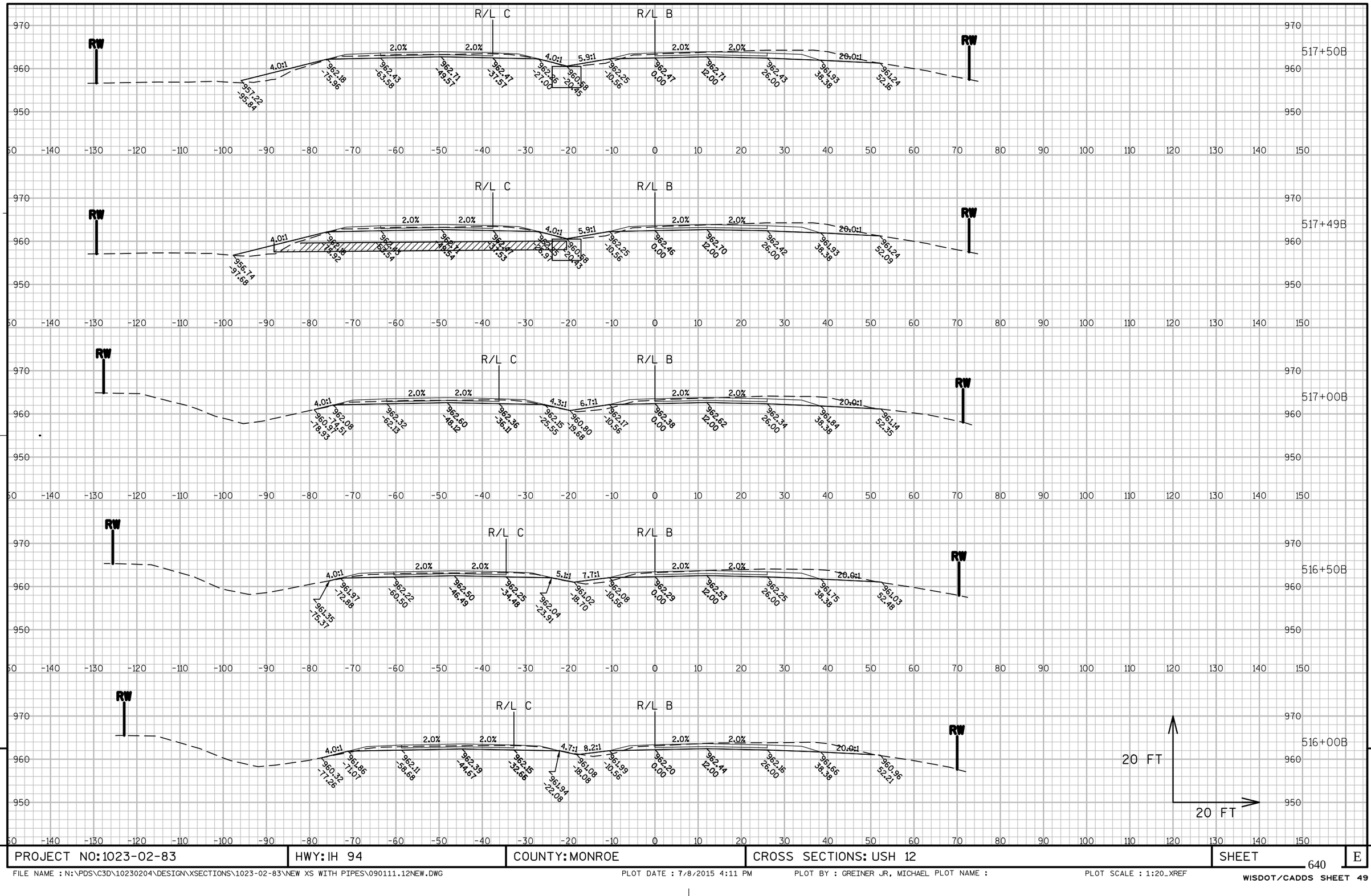
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG PLOT DATE : 7/8/2015 4:10 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 639	E

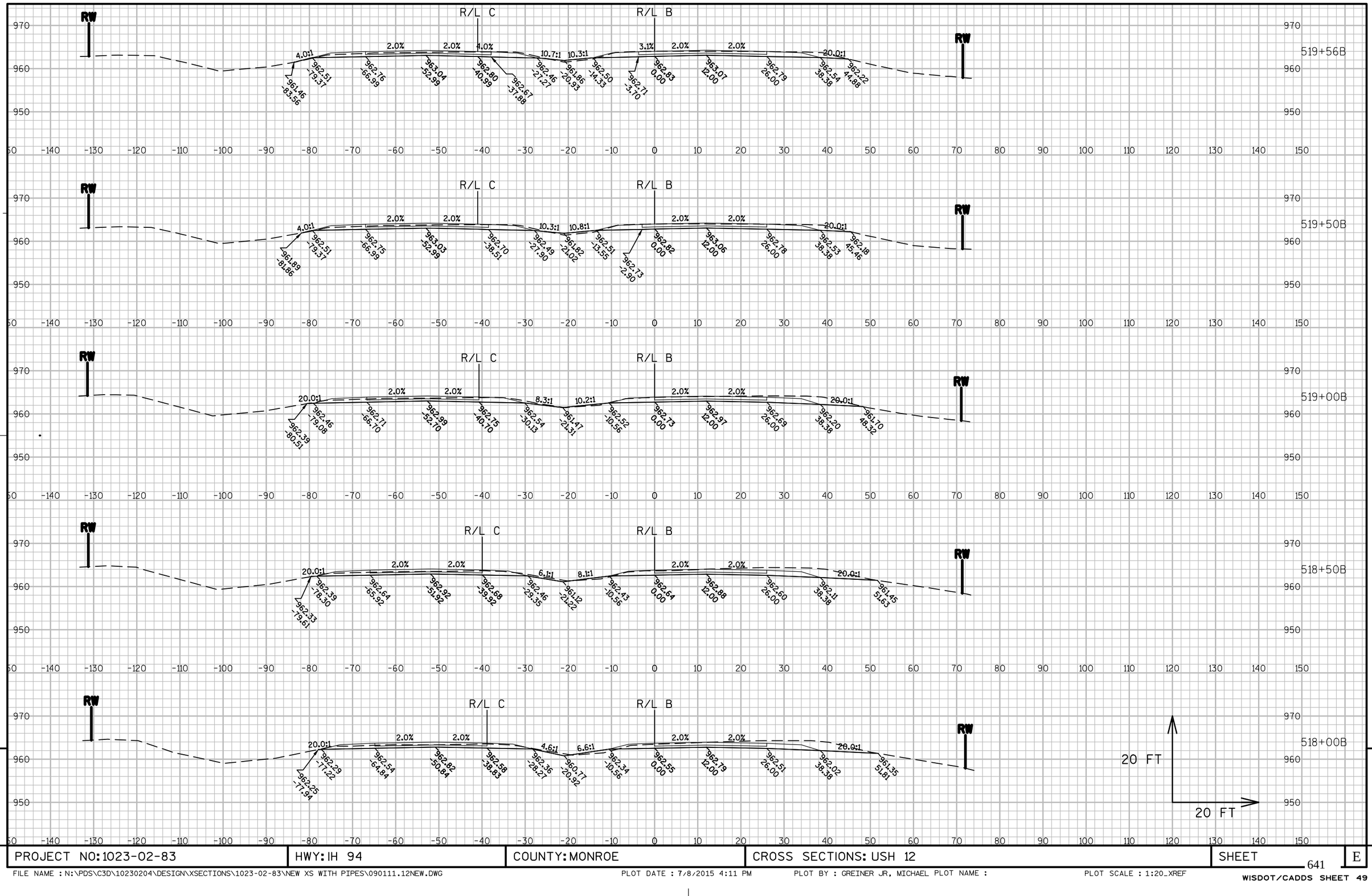
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG PLOT DATE : 7/8/2015 4:10 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 640	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG PLOT DATE : 7/8/2015 4:11 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF

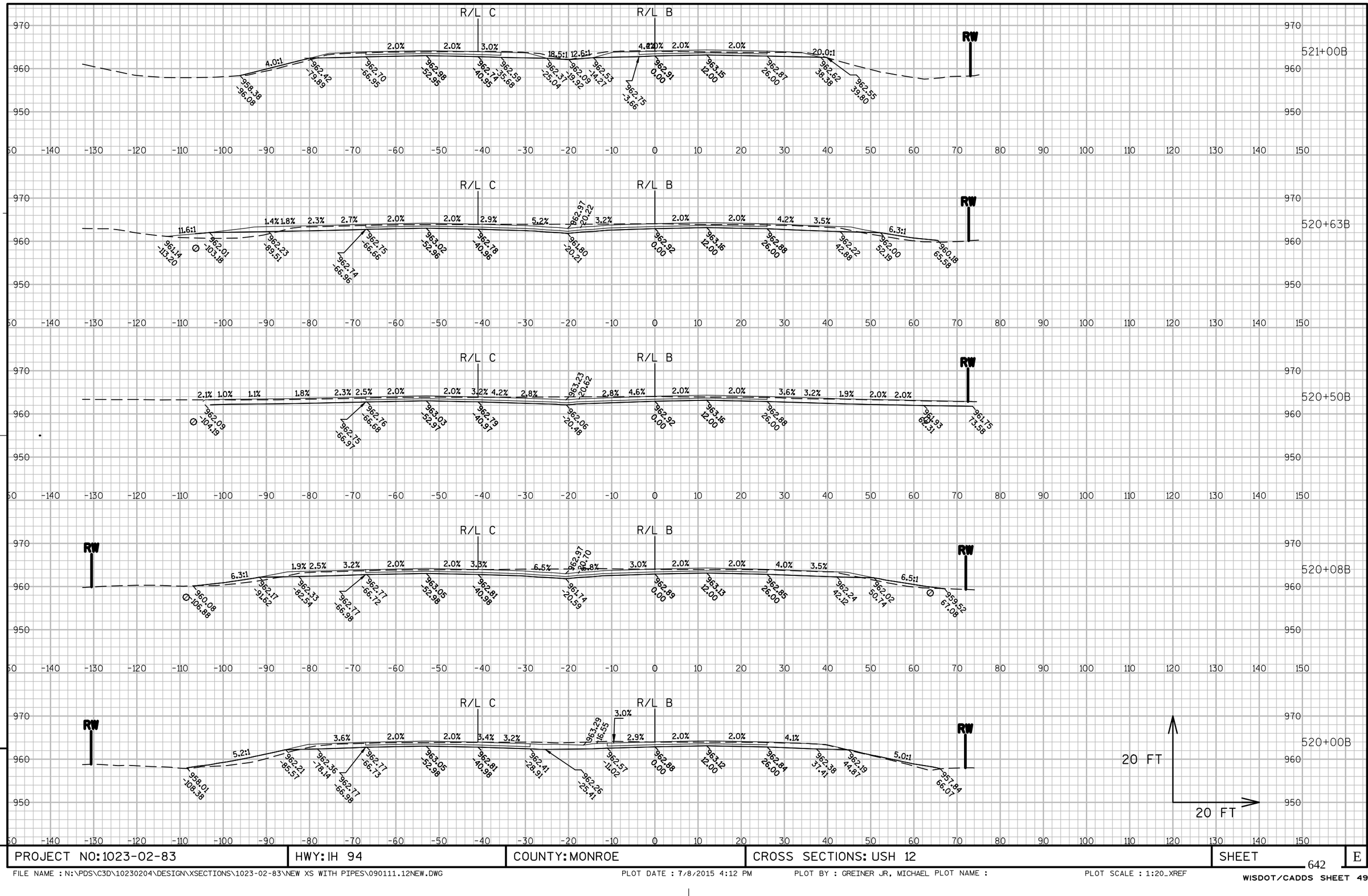


9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 641	E

9

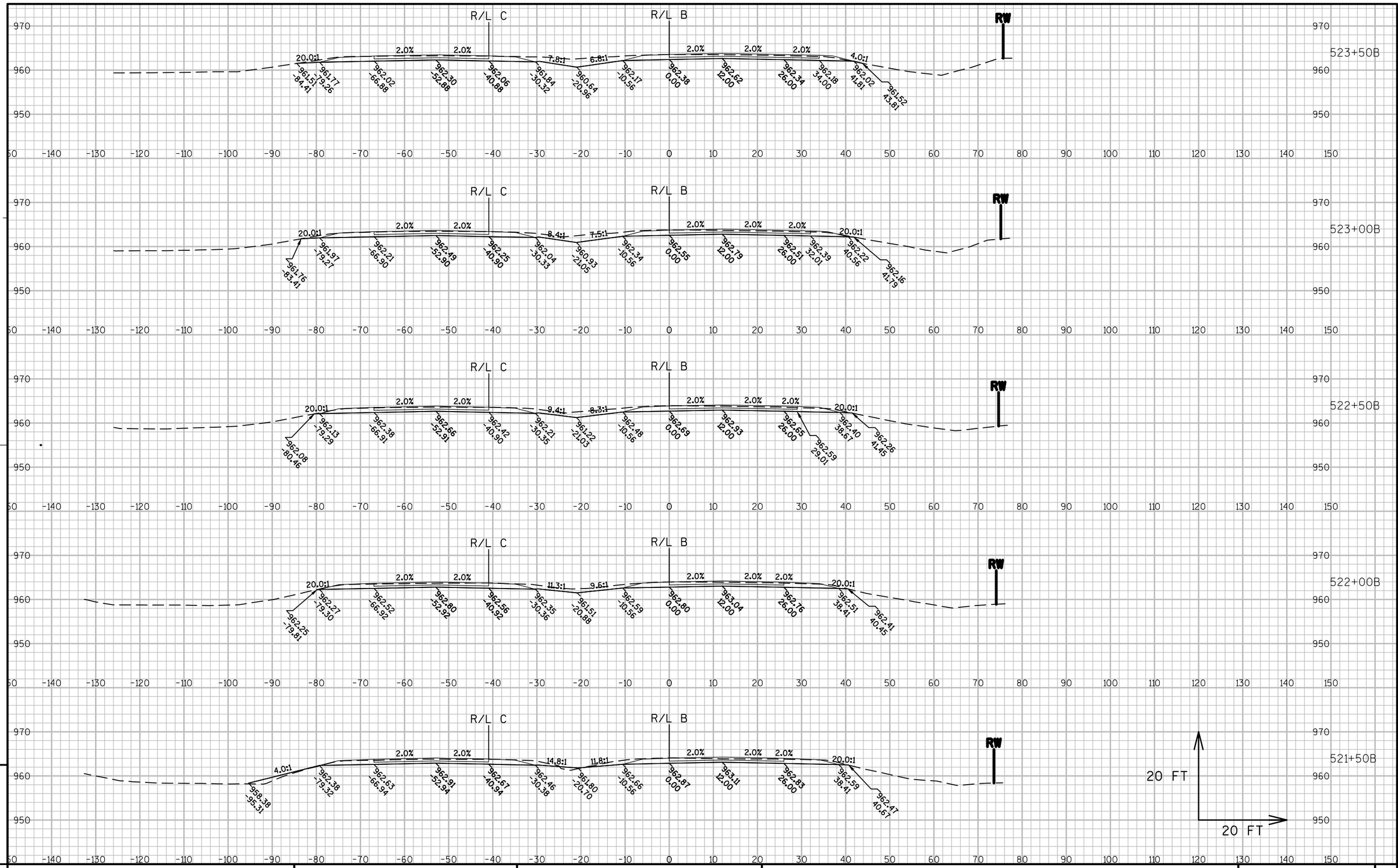
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG PLOT DATE : 7/8/2015 4:11 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 642	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG PLOT DATE : 7/8/2015 4:12 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

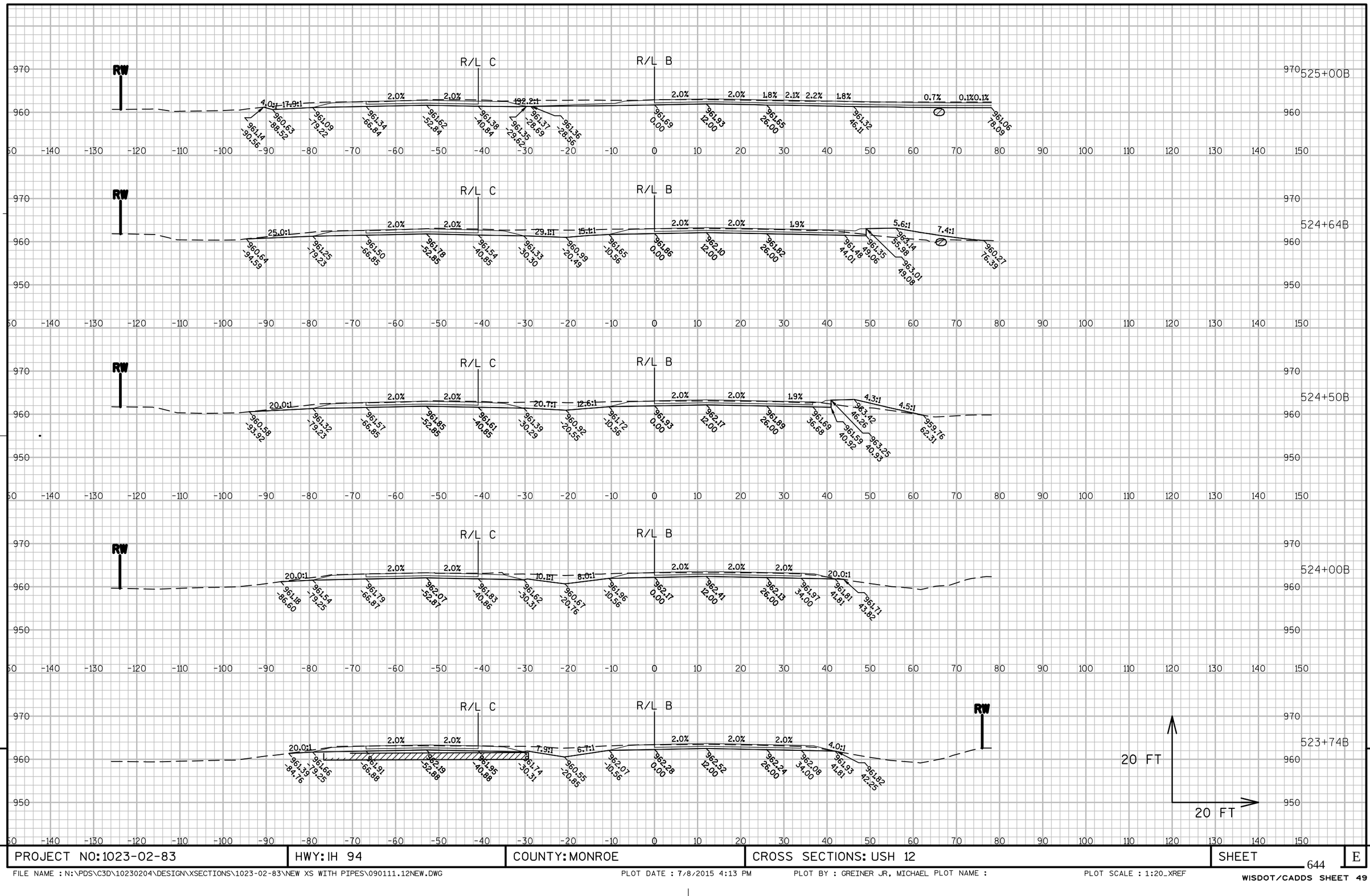


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET	E

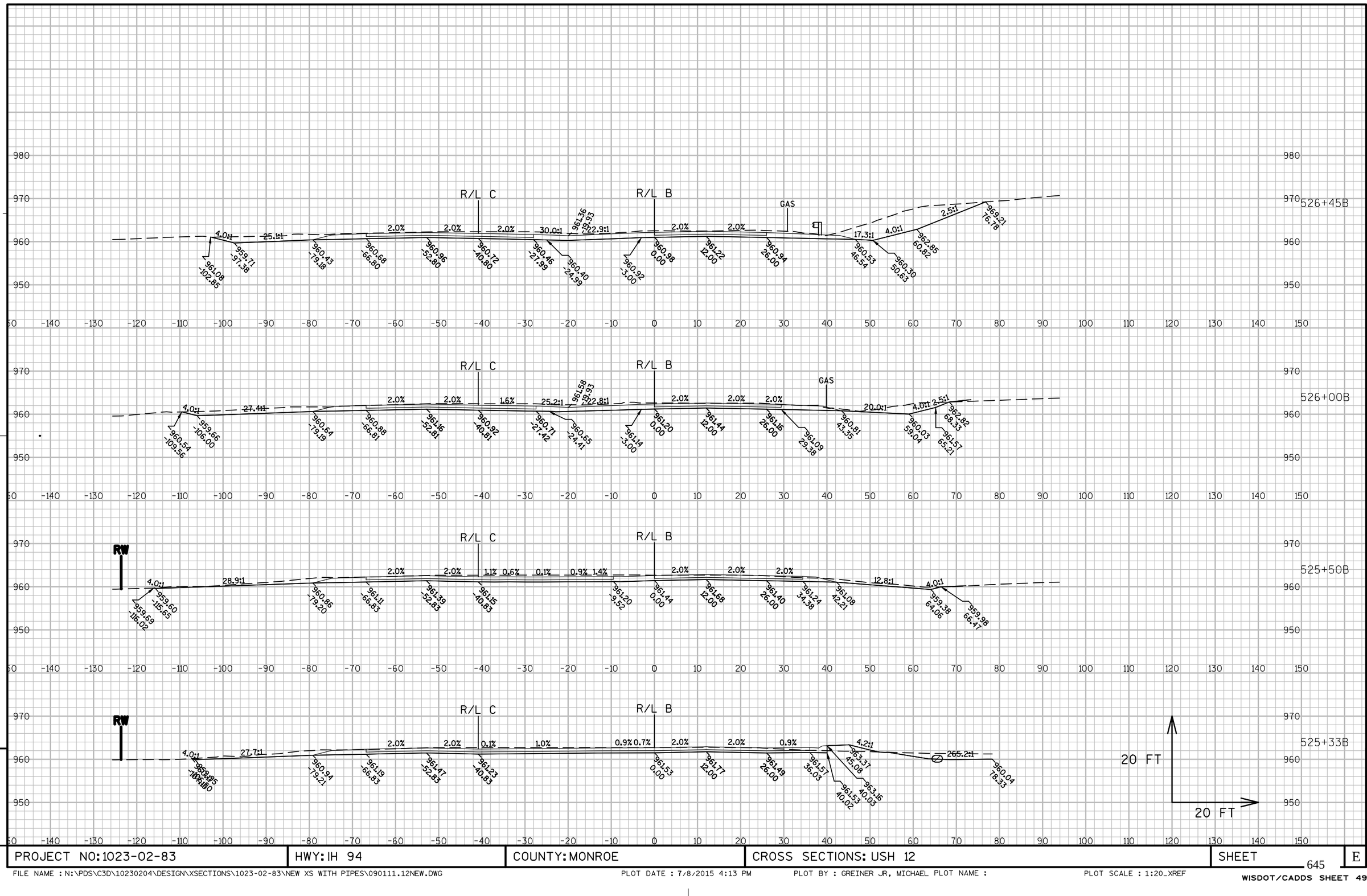
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG PLOT DATE : 7/8/2015 4:12 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 644	E

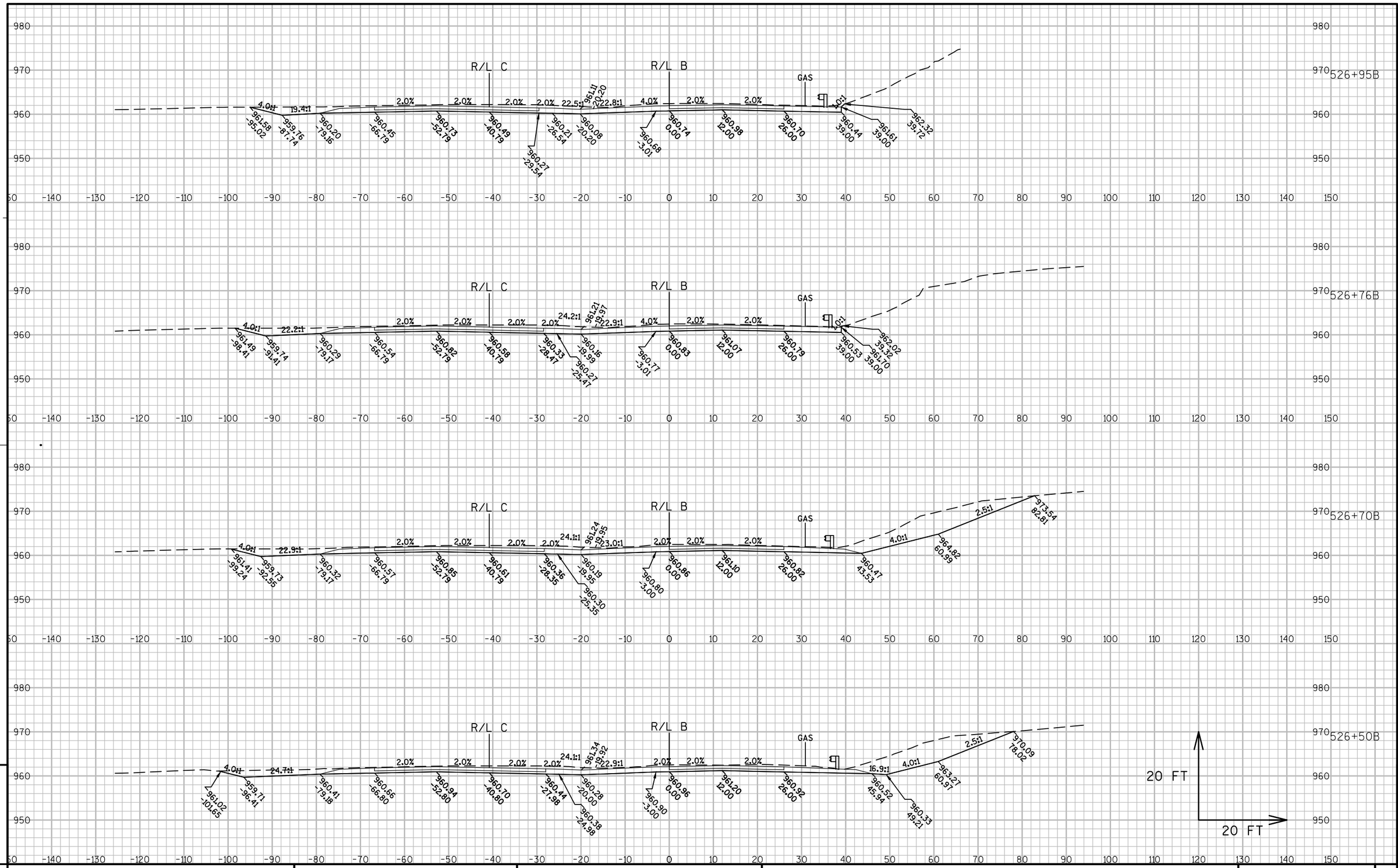
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG PLOT DATE : 7/8/2015 4:13 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



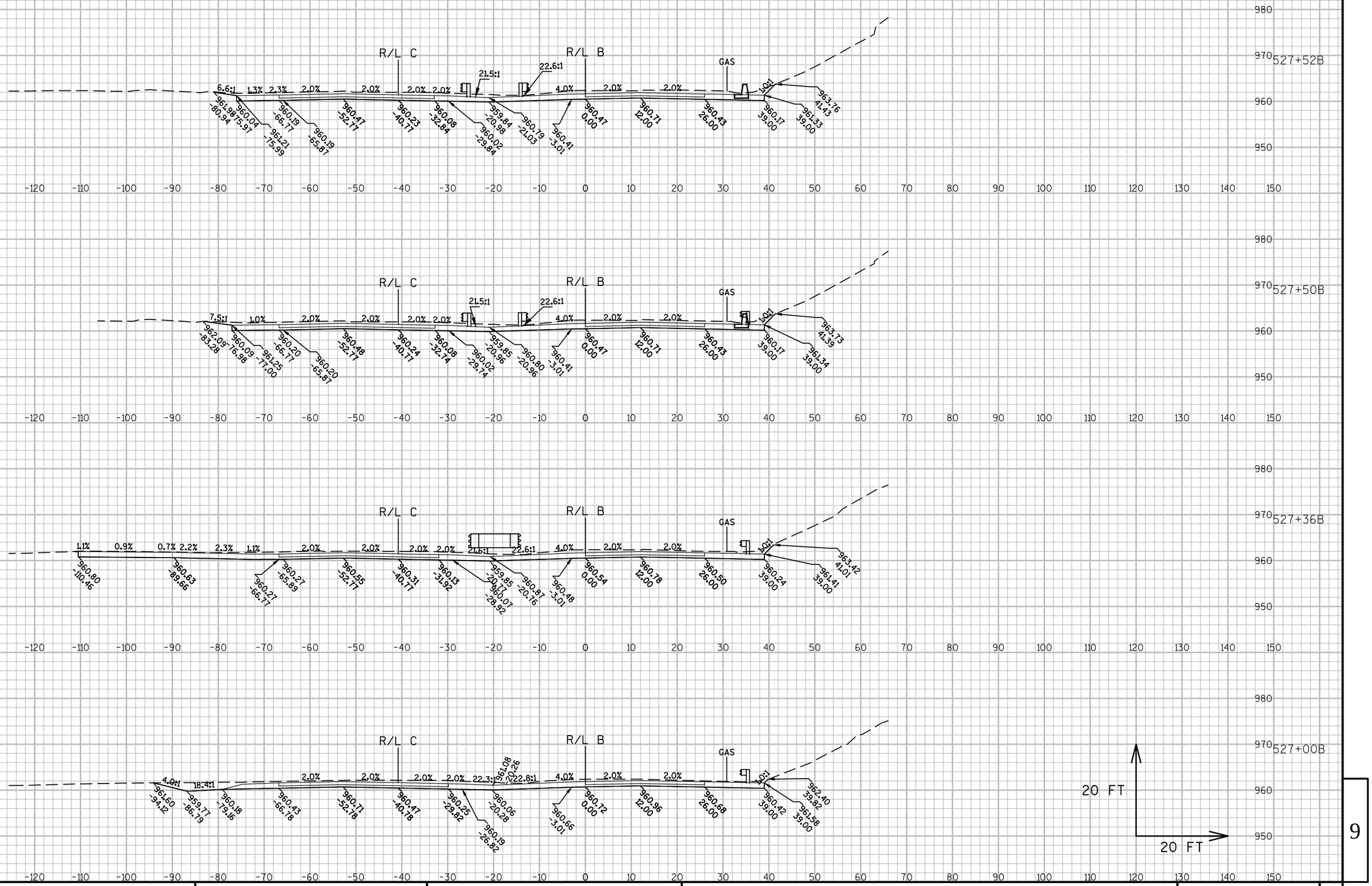
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG PLOT DATE : 7/8/2015 4:13 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF



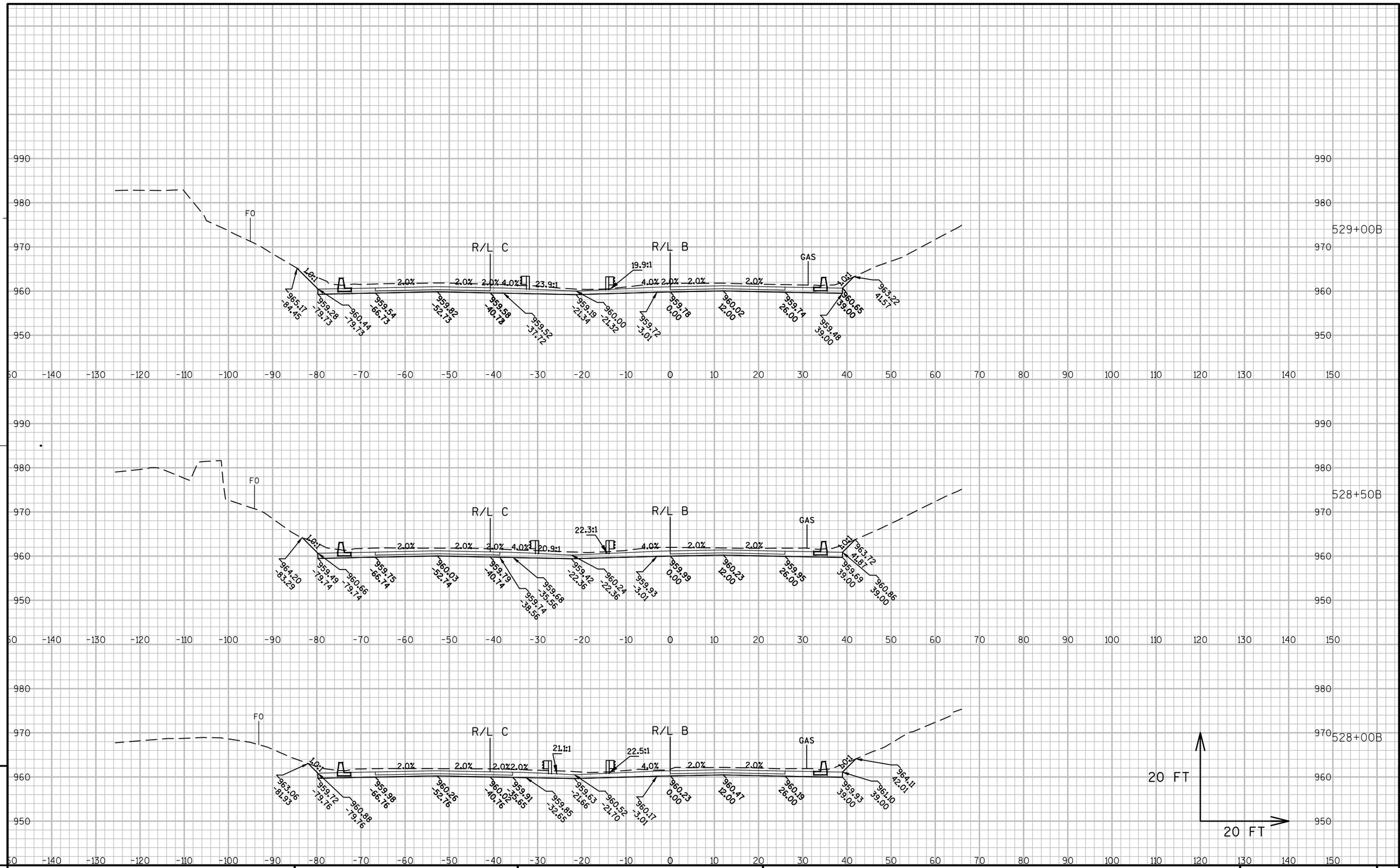
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG PLOT DATE : 7/8/2015 4:13 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF

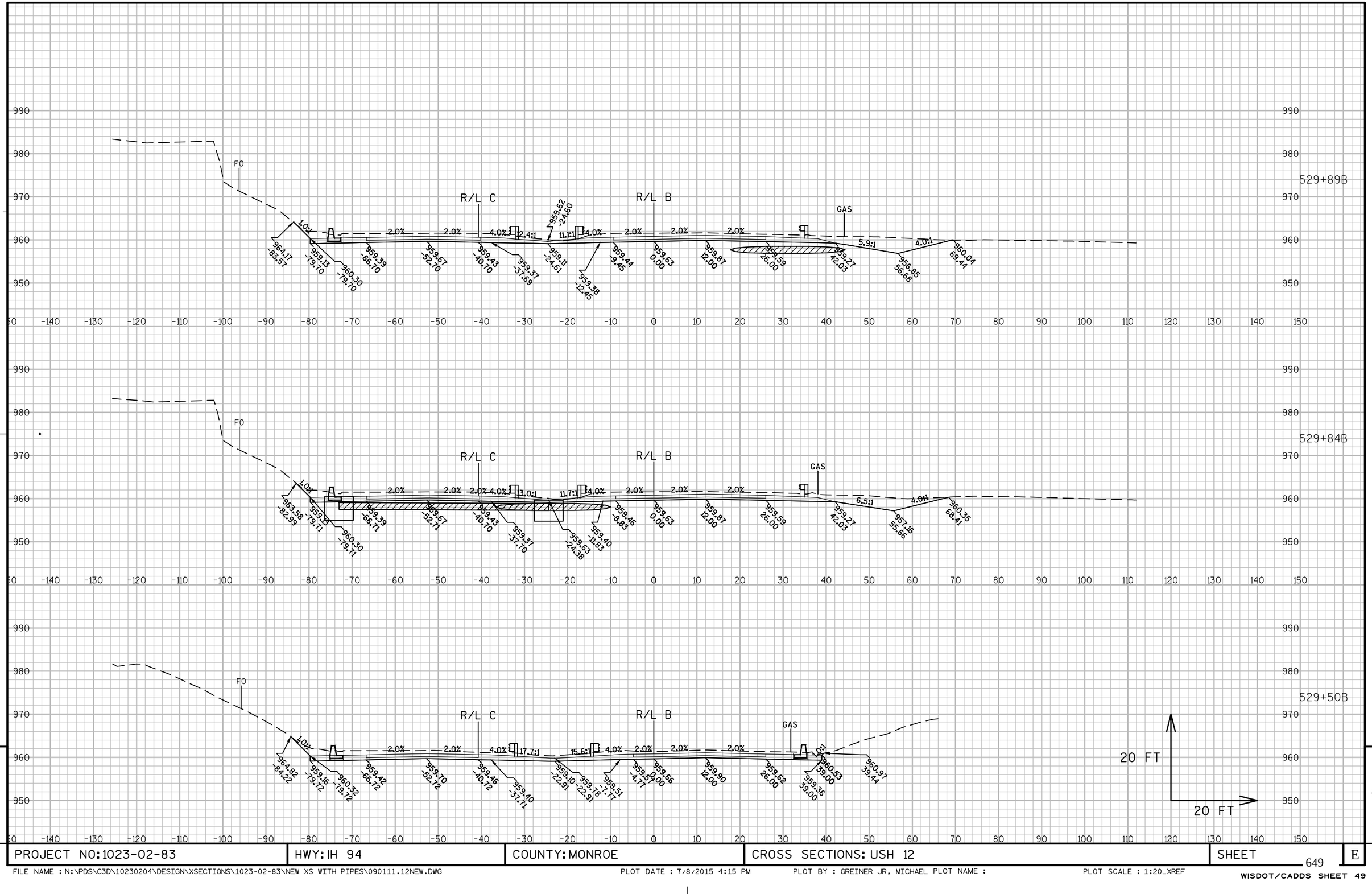


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 647	E

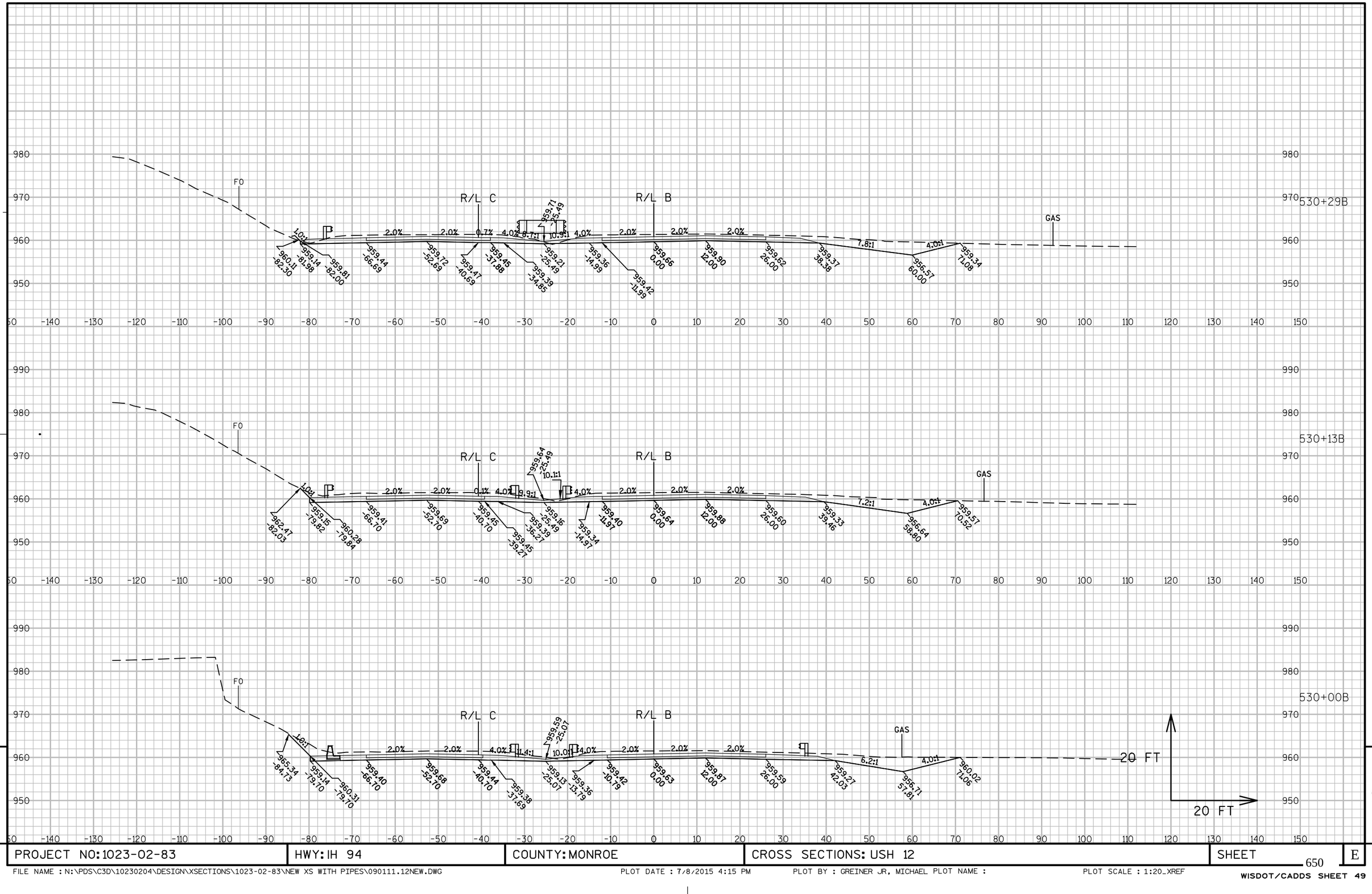
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG PLOT DATE : 7/8/2015 4:14 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 648	E

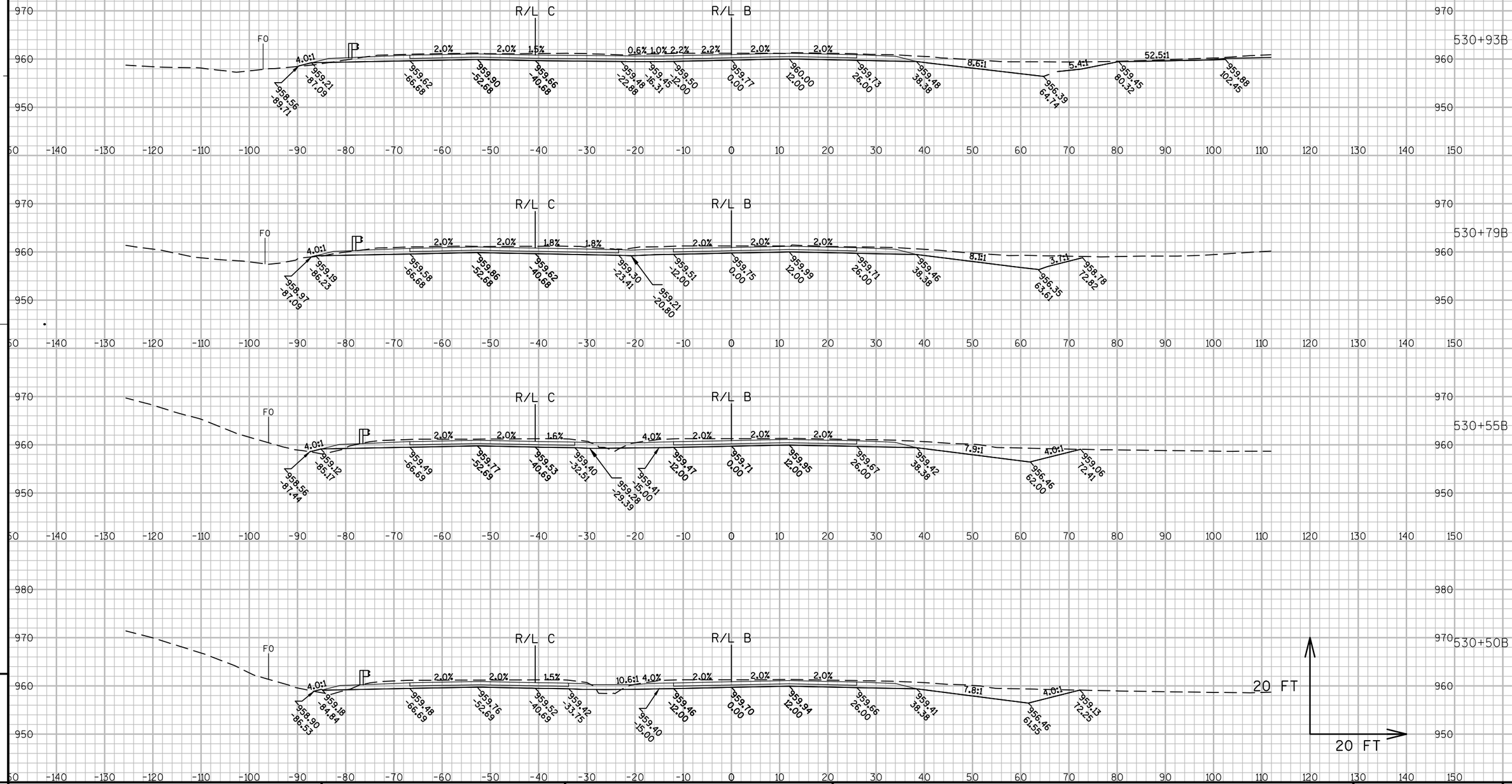


PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 649	E



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 650	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG PLOT DATE : 7/8/2015 4:15 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF

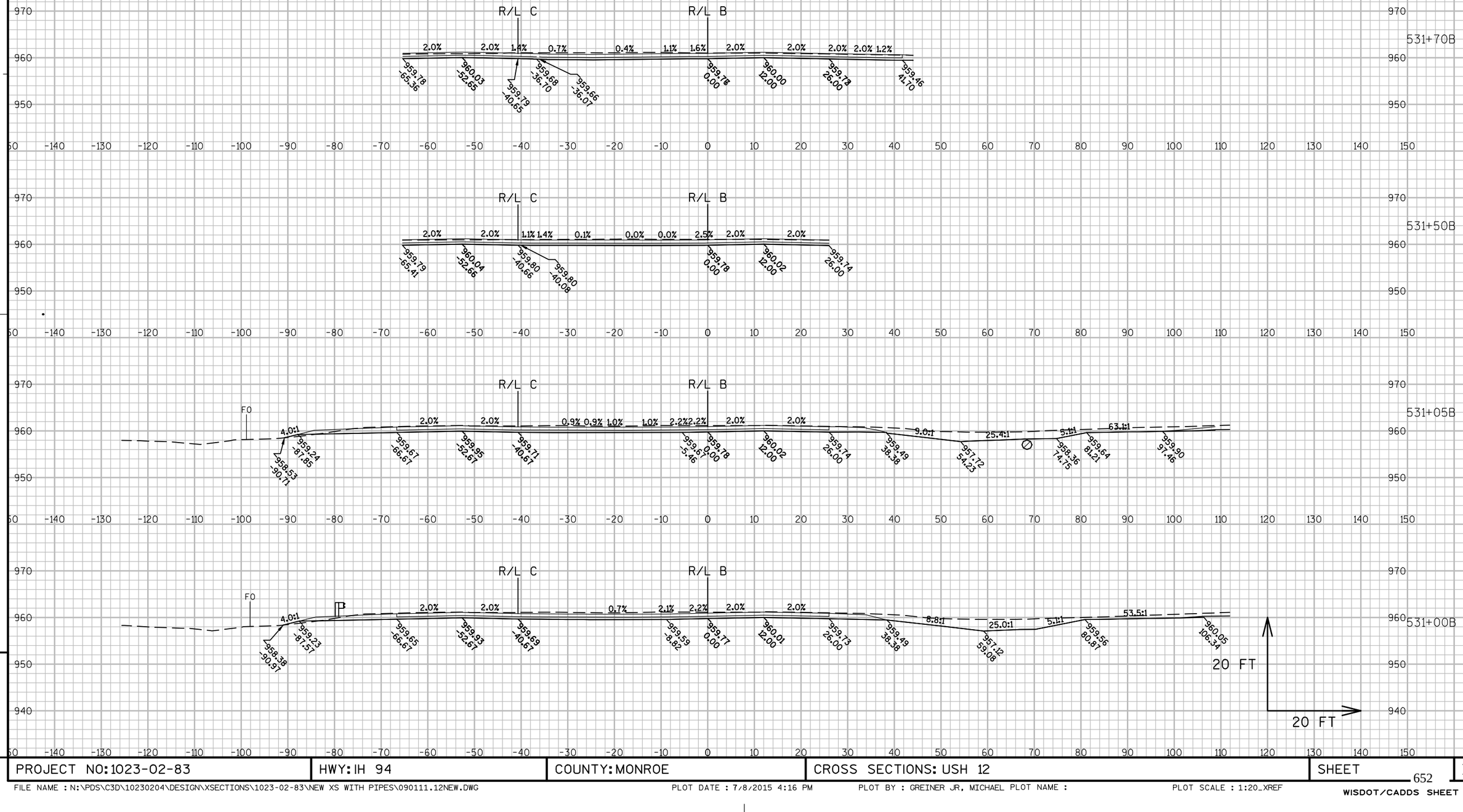


9

9

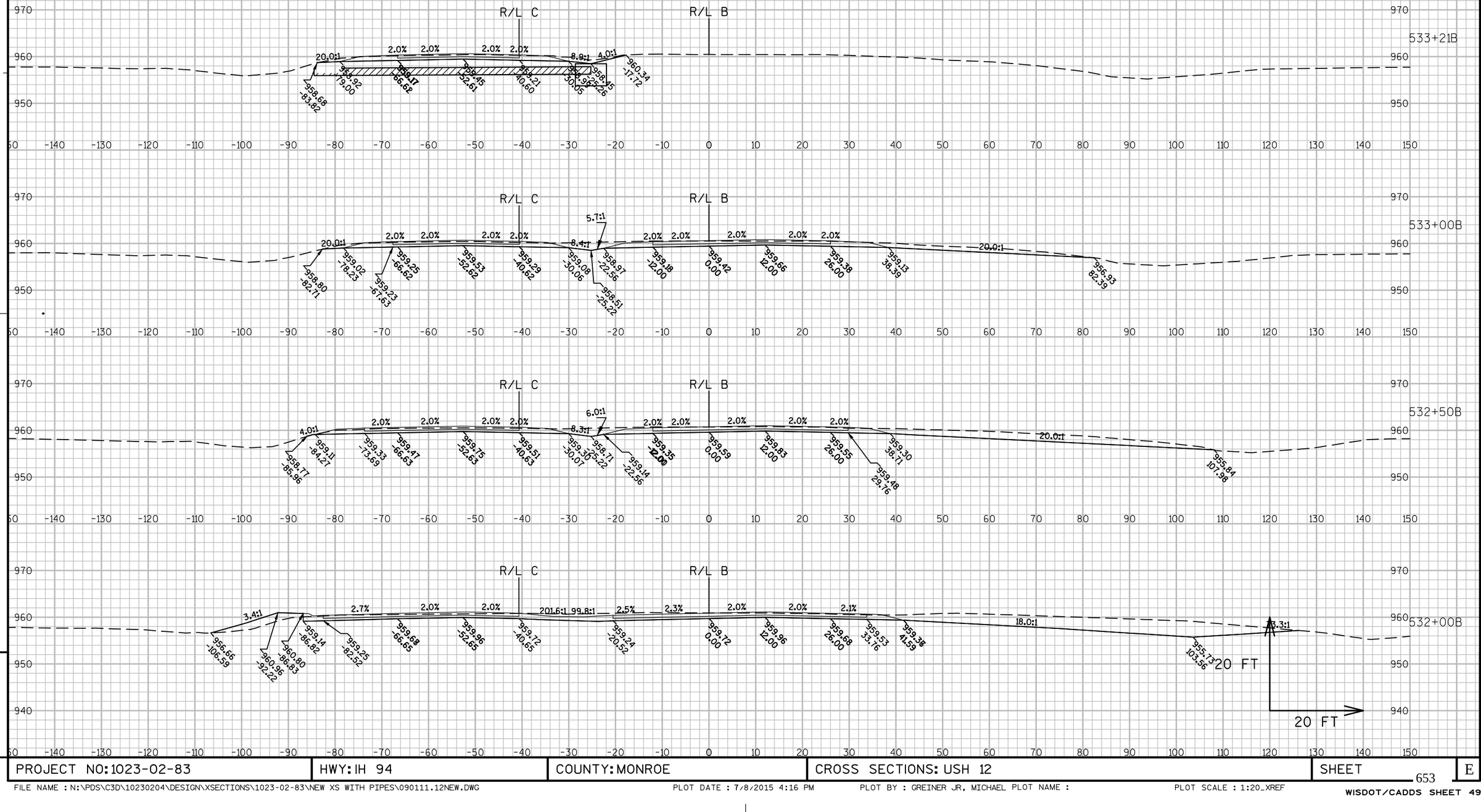
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 651	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG
PLOT DATE : 7/8/2015 4:15 PM
PLOT BY : GREINER JR, MICHAEL PLOT NAME :
PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



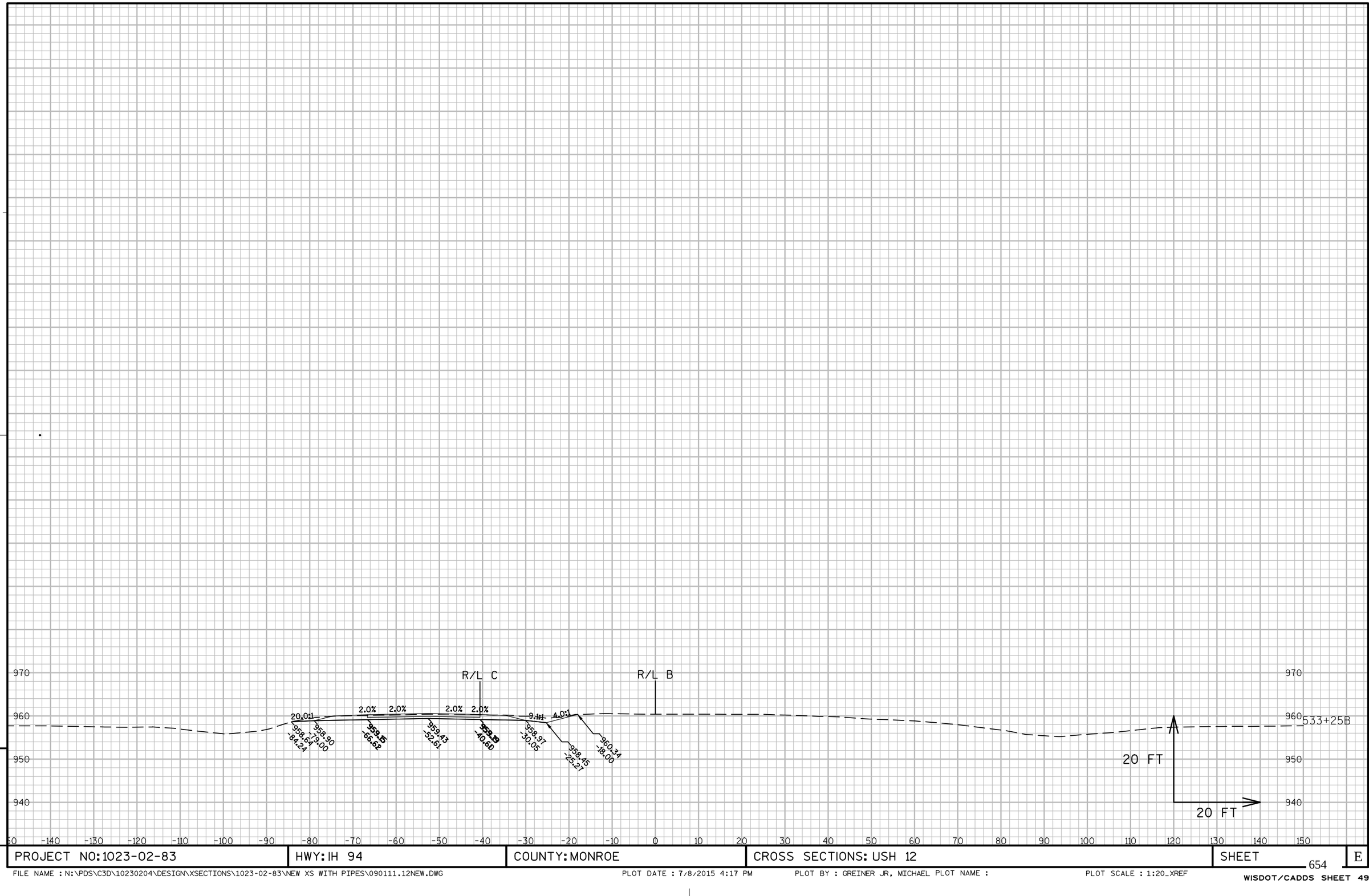
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 652	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG PLOT DATE : 7/8/2015 4:16 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 653	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG PLOT DATE : 7/8/2015 4:16 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF

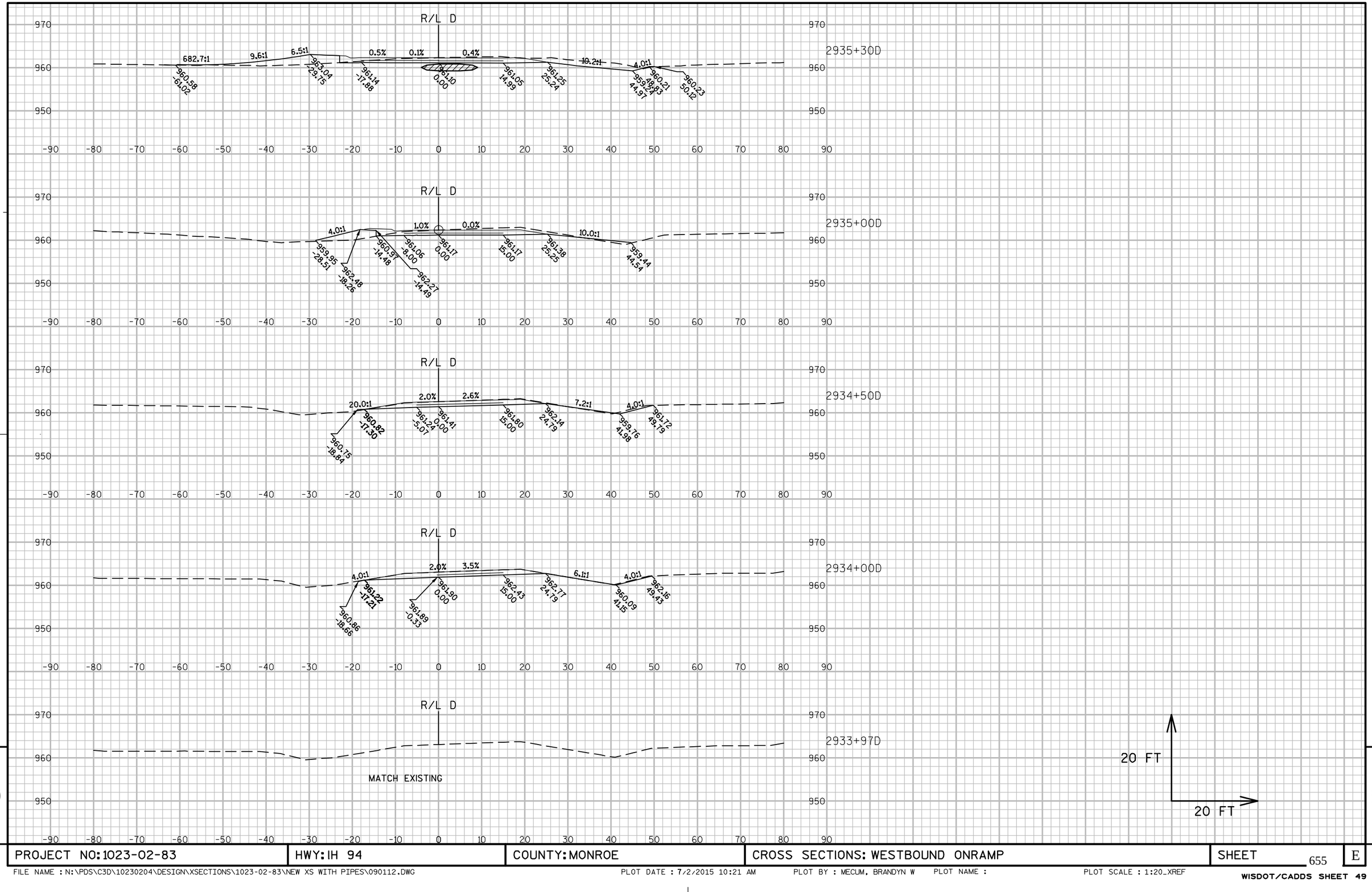


9

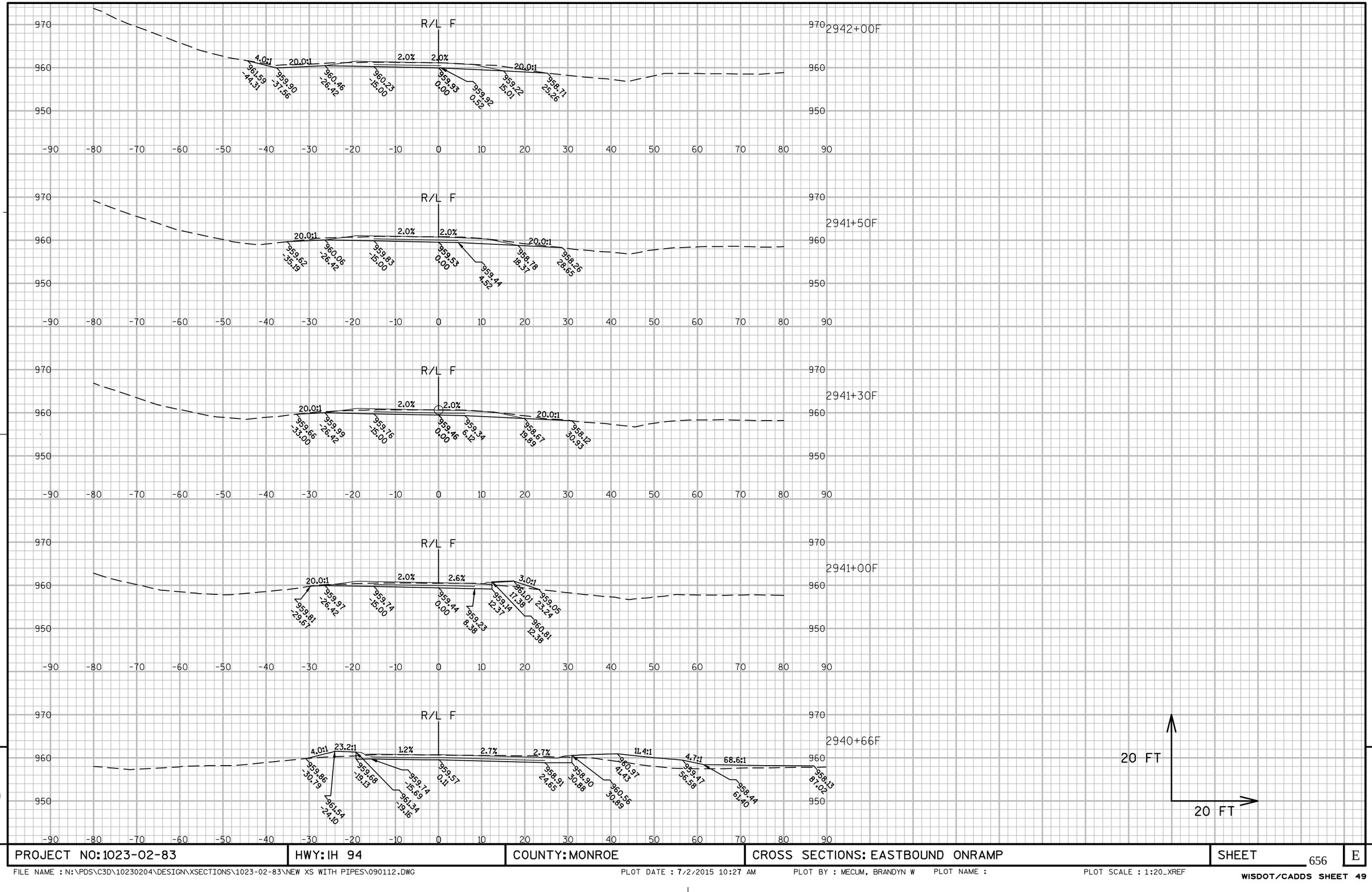
9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: USH 12	SHEET 654	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090111.12NEW.DWG PLOT DATE : 7/8/2015 4:17 PM PLOT BY : GREINER JR, MICHAEL PLOT NAME : PLOT SCALE : 1:20_XREF



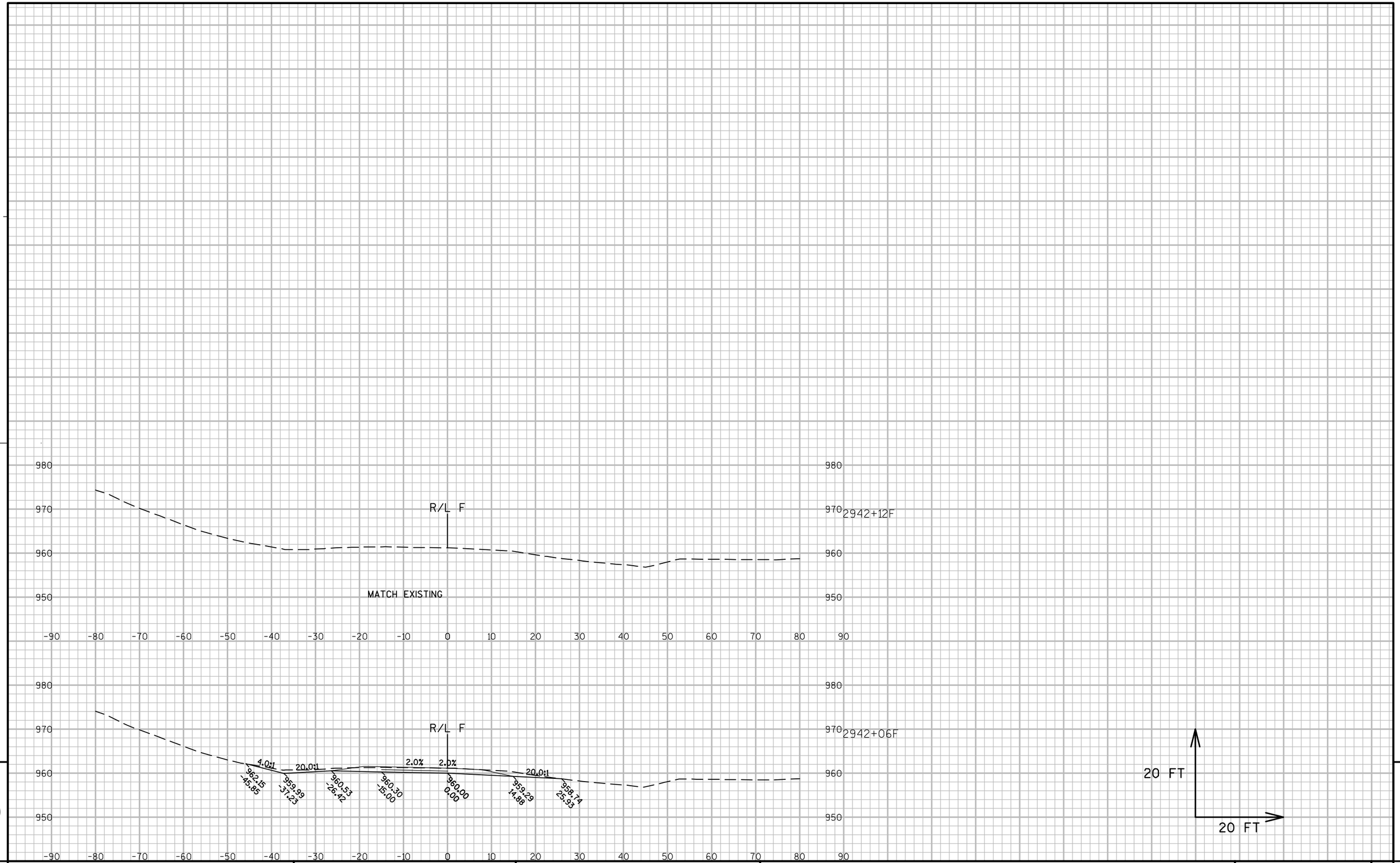
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: WESTBOUND ONRAMP	SHEET 655	E



9

9

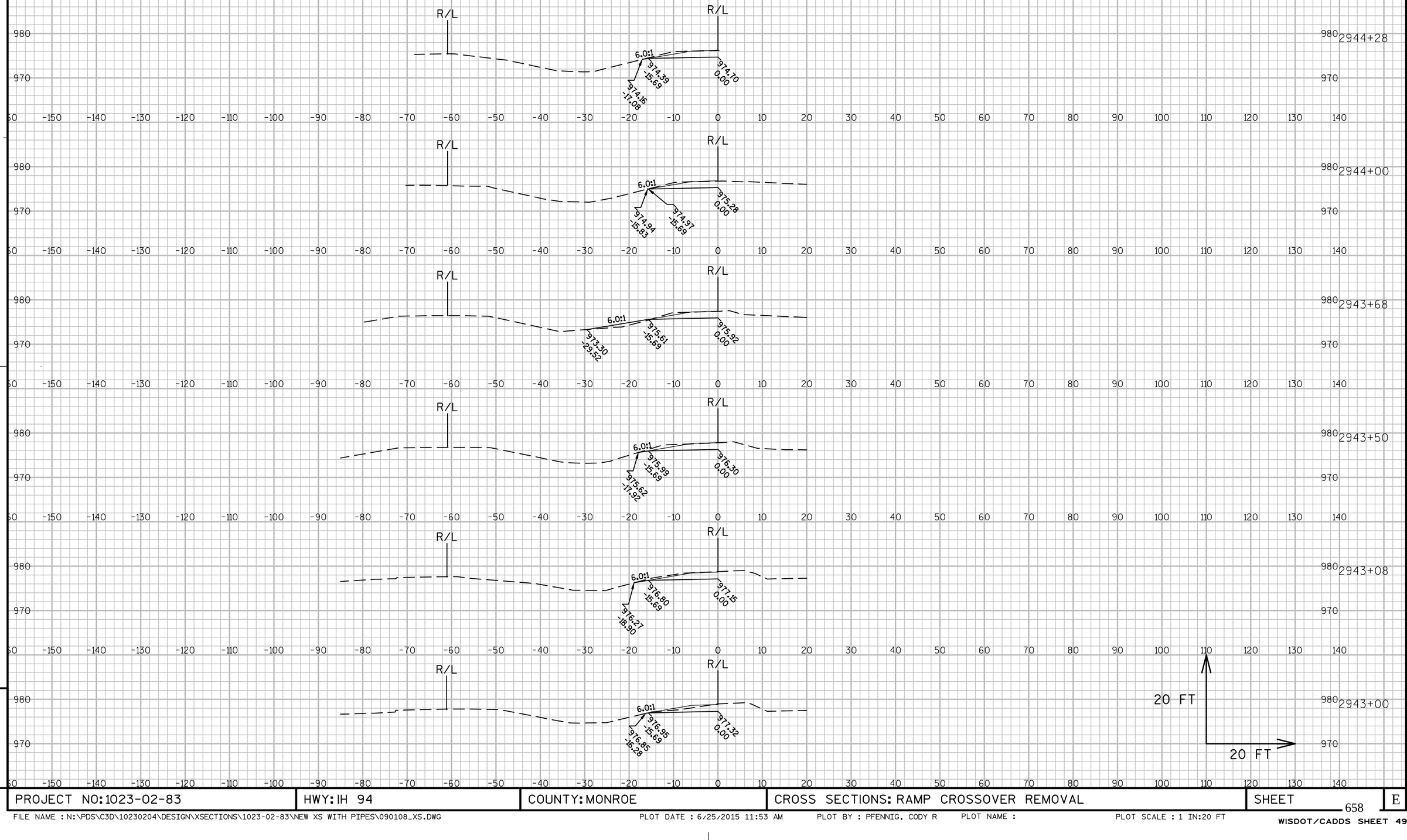
PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND ONRAMP	SHEET 656	E



9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: EASTBOUND ONRAMP	SHEET 657	E

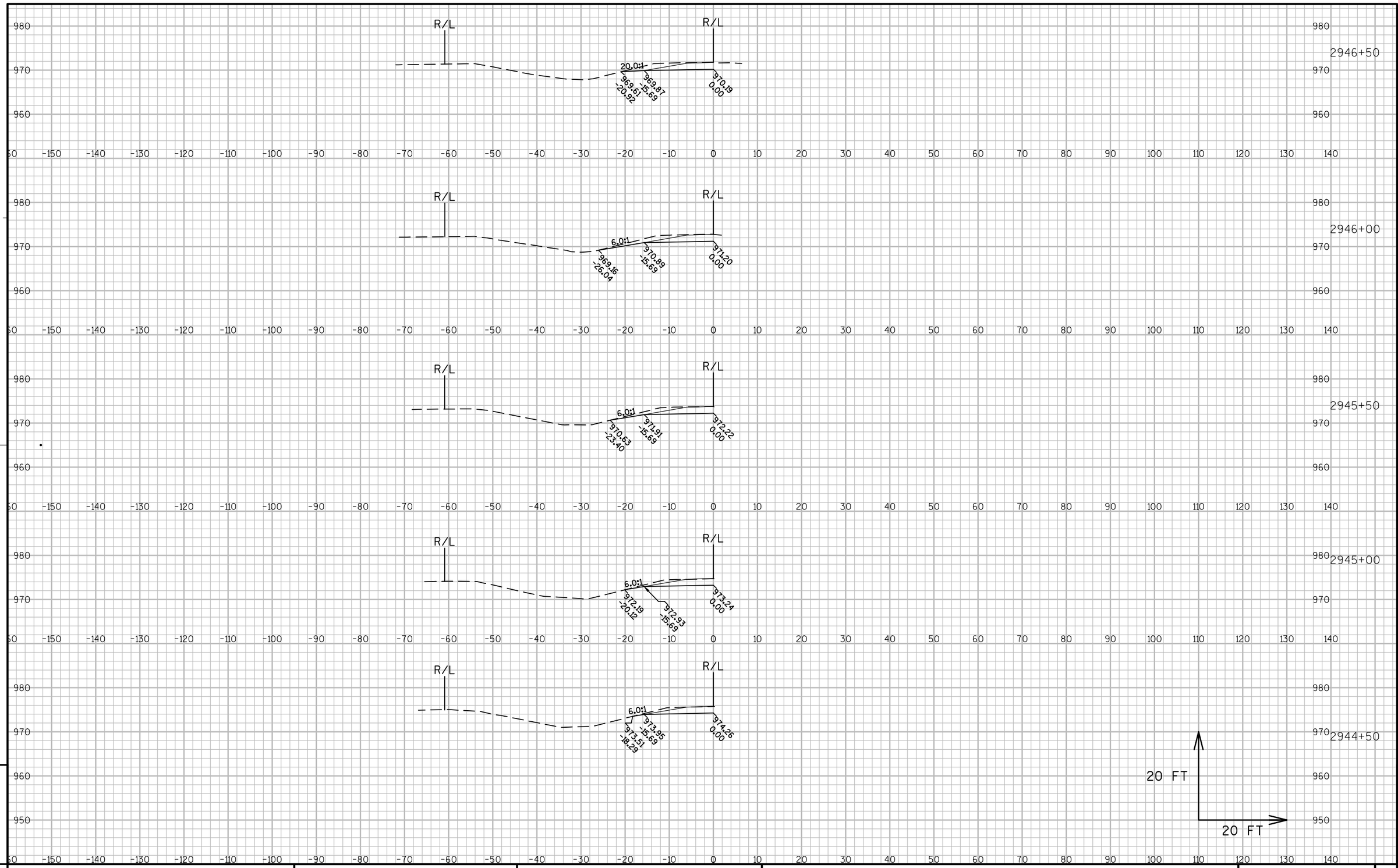


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: RAMP CROSSOVER REMOVAL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090108_XS.DWG PLOT DATE : 6/25/2015 11:53 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

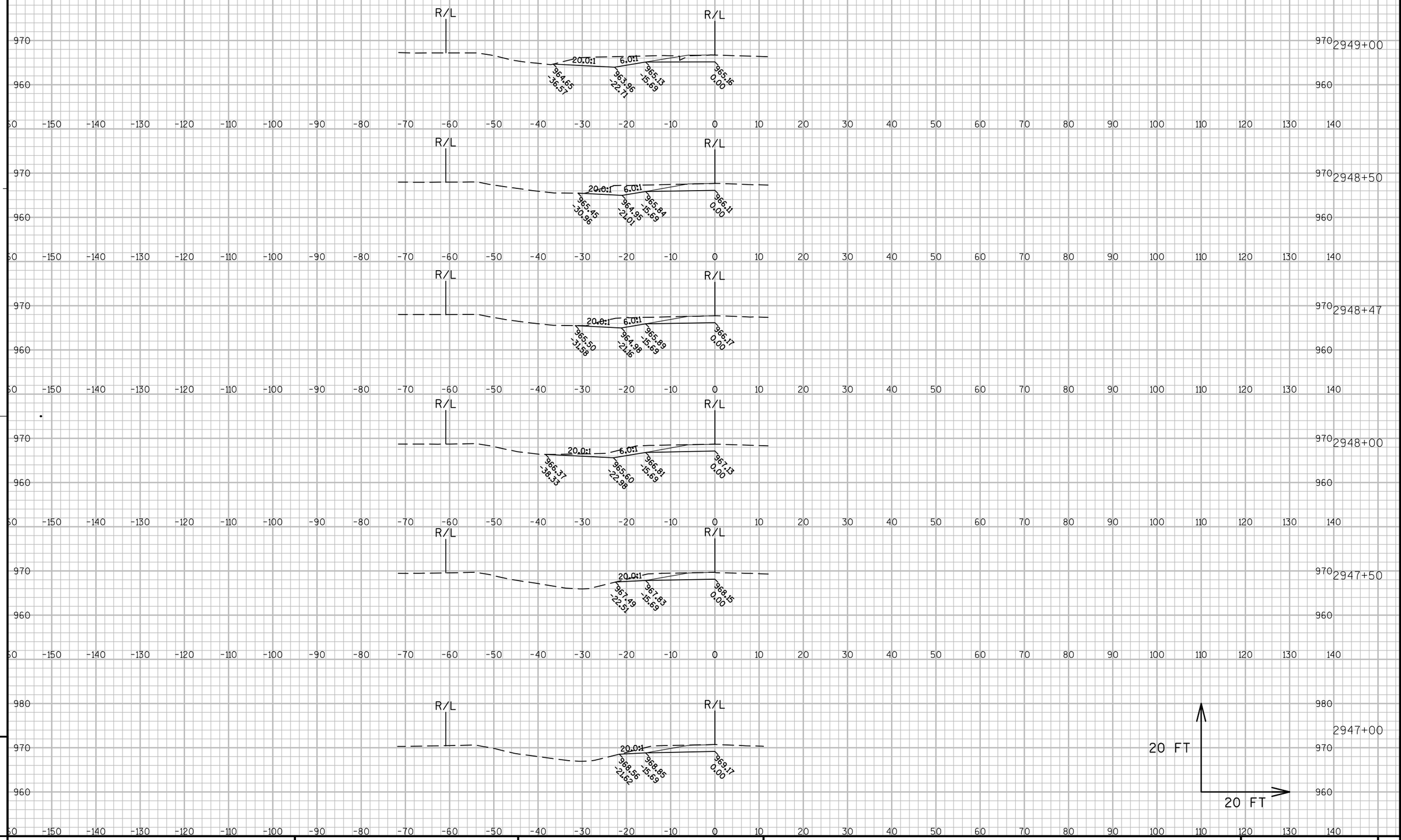


9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: RAMP CROSSOVER REMOVAL	SHEET 659	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090108_XS.DWG
PLOT DATE : 6/25/2015 11:53 AM
PLOT BY : PFENNIG, CODY R
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



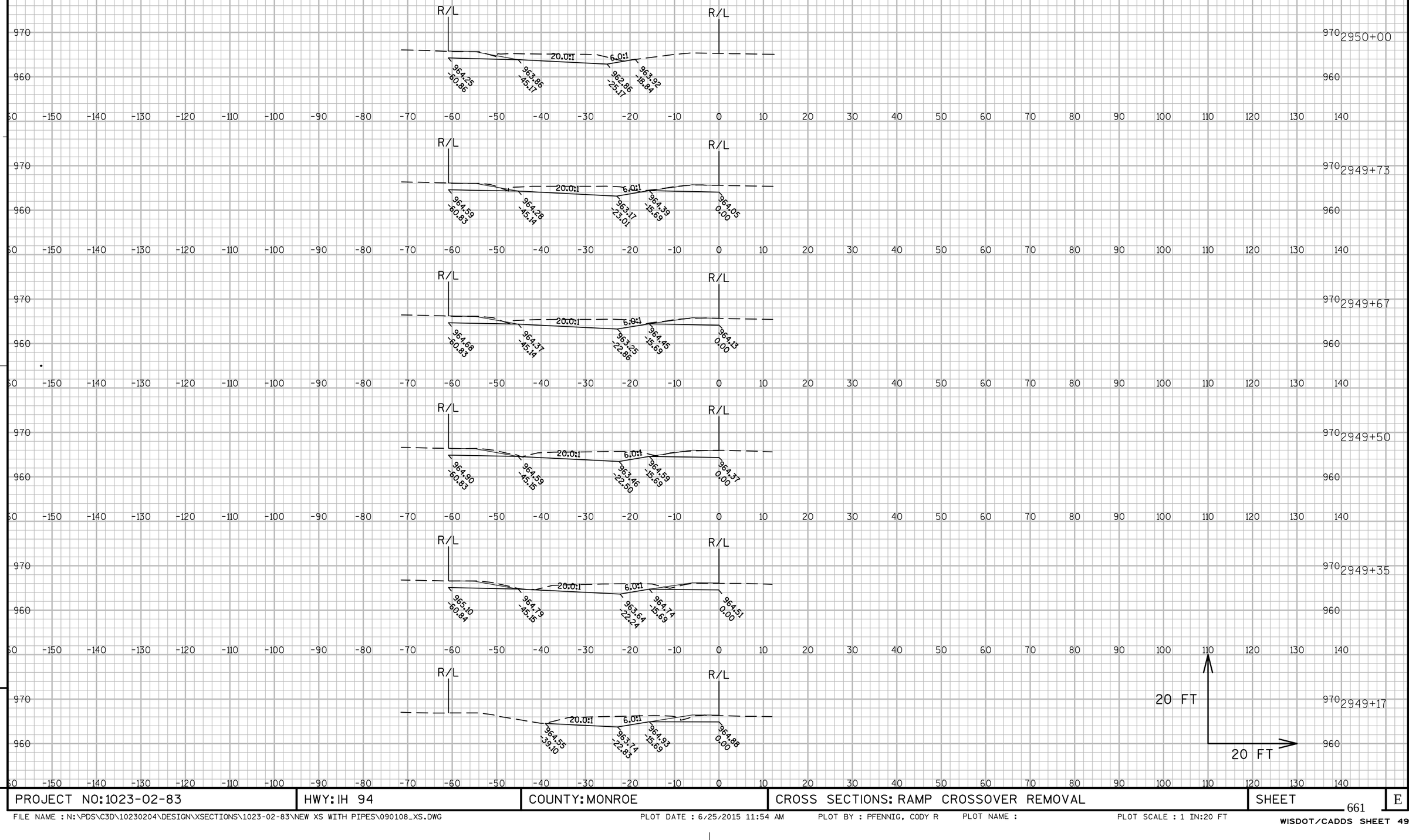
9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: RAMP CROSSOVER REMOVAL	SHEET 660	E

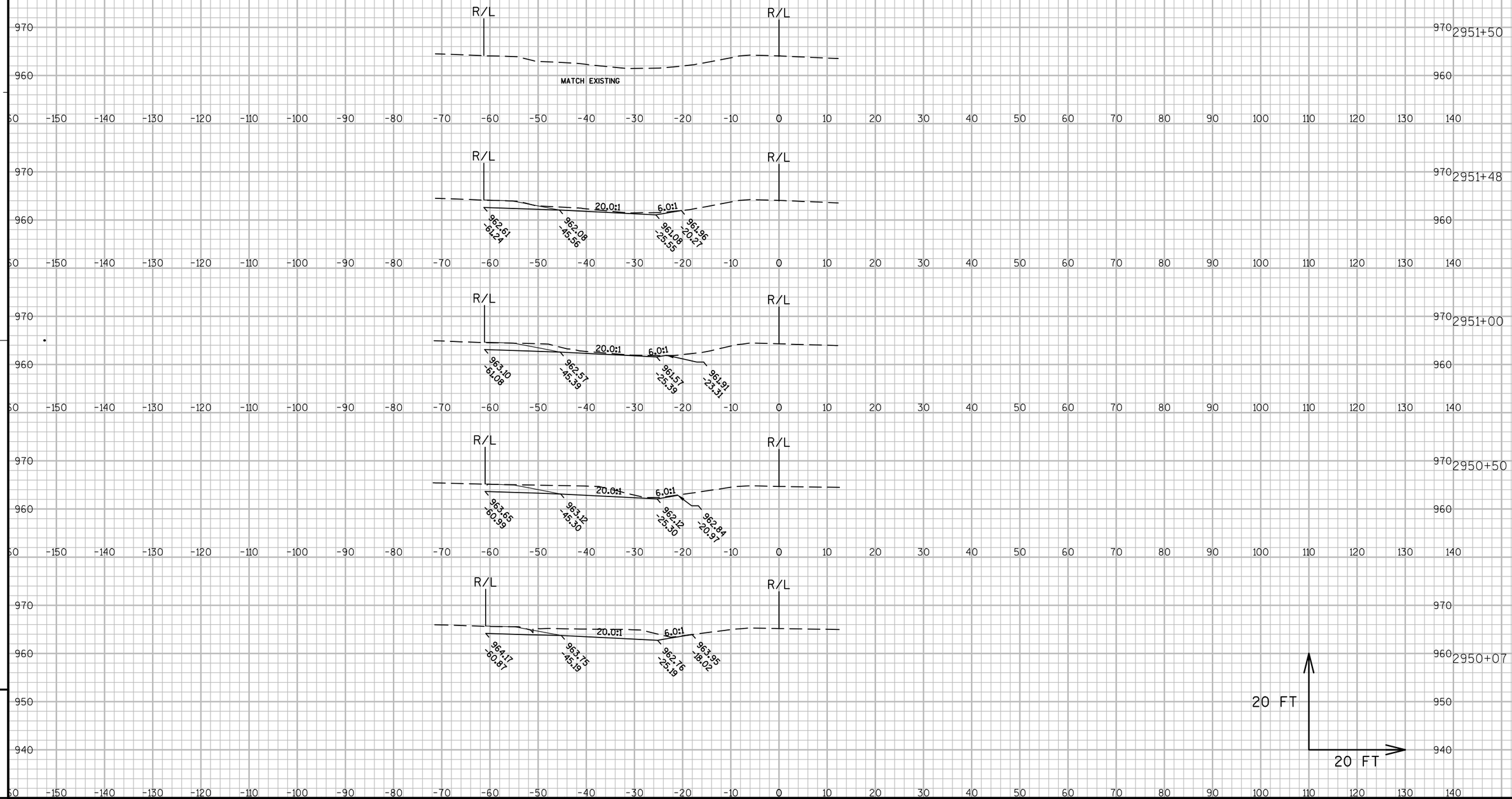
FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090108_XS.DWG PLOT DATE : 6/25/2015 11:53 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO:1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: RAMP CROSSOVER REMOVAL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090108_XS.DWG PLOT DATE : 6/25/2015 11:54 AM PLOT BY : PFENNIG, CODY R PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1023-02-83	HWY: IH 94	COUNTY: MONROE	CROSS SECTIONS: RAMP CROSSOVER REMOVAL	SHEET	E

FILE NAME : N:\PDS\C3D\10230204\DESIGN\XSECTIONS\1023-02-83\NEW XS WITH PIPES\090108_XS.DWG
PLOT DATE : 6/25/2015 11:54 AM
PLOT BY : PFENNIG, CODY R
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov